

Larousse '88

VOLUME 94, APRIL 1985

CIRCULATION: 37,000

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SAIL
ECM

\$12,950

SEE BOTH THESE BOATS ON DISPLAY
AT THE IN-THE-WATER BOAT SHOW,
MARINER SQUARE, APRIL 17-21

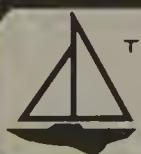


MERIT
SAILBOATS

QUALITY
PERFORMANCE
COMFORT
and CONVENIENCE

AT AN
AFFORDABLE
PRICE.

\$15,900

 **THE Sailboat Shop**

2639 BLANDING AVENUE, ALAMEDA, CALIFORNIA 94501 • (415) 521-5900

GETTING A JUMP ON THE COMPETITION

Each winter Bruce Wright's Express 27, "Frog in French" ("Grenouille" to French scholars everywhere, including Laurel Wright), leaves the lakes of Colorado and is hauled across the Sierras to spend the season in the relative warmth of San Francisco Bay.

And each year the "Frog's" sail inventory is augmented with Pineapple Sails' newest innovation in sail design.

This winter brought a new mylar main with intricate fanned construction in the clew and head — and first place in the Express 27 one-design fleet of 18 boats in the Metropolitan Midwinter Series!

"Frog in French" jumped into first place with enough boat speed to make the competition croak.

So get off that lily pad and give us a call or hop on in to get the sails and service you need this spring.



FROG IN FRENCH*

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

Sails in need of repair may be dropped off at: Svendsen's in Alameda
West Marine Products in Oakland • Boaters Supply in Redwood City



SAILMAKERS (415) 444-4321

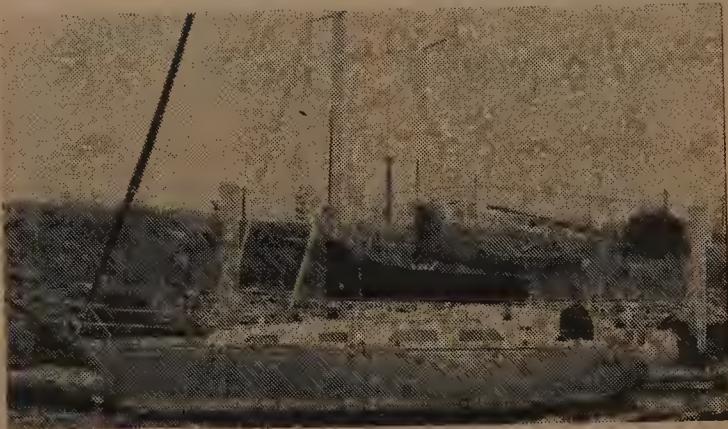
*Powered by Pineapples

Richards and van Heeckeren

SAILMAKERS AT 123 SECOND STREET, OAKLAND, CALIFORNIA 94607 (415) 444-4321



PASSAGE YACHTS



PEARSON 37—1982

An as new, quality yacht outfitted with the best gear from roller furling and hydraulic backstay to loran and rod rigging. This is an excellent choice in a well finished yacht well below replacement.

\$78,000



BB-10—1982

This handsome family racer has established an outstanding record in Danish waters plus Atlantic crossings. Sound, seaworthy, and handsome, she will burn up the race course or provide delightful daysailings. Loran, auto-pilot, and teak decks.

\$39,000



COLUMBIA 36

Visit our docks to see this popular Columbia design. Spacious. Good value with wheel steering, dodger, and roller furling jib.

\$36,500

BEST BUYS MOTIVATED SELLERS WANT YOUR OFFERS

26' COLUMBIA, New Bottom Paint, Clean	10,000
29' FARALLON, Diesel, Vane, Life Raft	OFFERS 33,500
29' CASCADE, Diesel, Excellent Survey	OFFERS 22,500
30' FISHER PILOTHOUSE KETCH, Bristol	FIRM 46,000
30' SANTANA, Diesel, LPU, Loran, Loaded	OFFERS 30,000
32' ISLANDER, Bristol, Combi	44,950
32' WESTSAIL, New Varnish, Very Clean	BANK REPO 55,000
36' ISLANDER, Wheel, Dodger, Auto-pilot	TRADE IN 51,000
37' ALBERG, Diesel, LPU, Loaded	OFFERS 65,000
37' PEARSON, Loran, Consider Property Trades	78,000

BLUE WATER CRUISERS — LIVEABOARDS

29' FARALLON 29, Diesel, Vane, Life Raft	TWO FROM	33,500
31' SEA EAGLE 1979, Spacious, Huntingford Design		48,000
32' VANGUARD, 1963, Alberg Full Keel		25,900
32' DEFEVER, 1963, Wood, Restored		32,000
32' DREADNOUGHT KETCH, 1978, As New, Diesel		69,900
32' FUJI, Loran, H&C Water, Sharp		45,900
36' MARINER POLARIS CUTTER, By Perry, Teak Decks		78,000
37' PEARSON, 1982, Loran, Rod Rigging		78,000
37' ALBERG, Loaded		65,000
37' GULFSTAR, Pacific Veteran	TWO FROM	80,000
37' ISLANDER TRADER KETCH, Many Upgrades		63,000
38' C & C LANDFALL, 1980, Real Estate Trades		88,950
38' MORGAN, 1978, Loran, Auto-pilot		88,000
38' FARALLONE CLIPPER, Wood, Diesel, Very Clean		40,000
38' HANS CHRISTIAN, 1982, Bristol, Loaded		120,000
39' CAL, 1971, LPU, Pacific Veteran	TWO FROM	67,500
40' SWIFT, 1982, Center Cockpit, Lloyd's Certificate		139,000
40' KETTENBURG, Wood, Cruise Experienced		40,000
40' PERRY 41, 1979, Teak Decks,		159,000
41' MORGAN OUT ISLAND, Center Cockpit	THREE FROM	74,000
41' SWAN, 1976, New SSB, Refer, & Harken Furling		135,000
41' CT KETCH, Teak Decks,	TWO FROM	63,000
41' ERICSON, Spacious, 9 Bags of Sails		53,000
42' GARDEN STYS'L KETCH, Gorgeous Custom		125,000
42' GOLDEN WAVE, Cheoy Lee, Satnav, Auto Helm		124,000
43' ENDEAVOR, Center Cockpit, Furling Main		149,000
45' EXPLORER KETCH, Center Cockpit, Radar		114,000
52' CHEOY LEE MOTOR SAILER, Twin Diesels		250,000
54' SPARKMAN & STEPHENS, Custom, Aluminum		400,000
56' AUSTRALIAN STEEL KETCH, Onan, Loaded		195,000

RACE RIGGED TO WIN

25' MERIT, New LPU, 14 Sails, A Winner	16,500
30' BENETEAU 30 ES, Half Ton Winners,	TWO FROM 45,000
33' TARTAN 10,	MAKE OFFER 27,500
34' WYLIE, Loran, New Spar	59,000
40' FARR, Winner Class E Clipper Cup, 1984	165,000
45' BENETEAU 456, Frers Custom, Carbon Fiber	155,000

1220 BRICKYARD COVE ROAD

FEATURED BROKERAGE

FROM YOUR PERFORMANCE CRUISING CENTER

Don't miss our large display
of select used boats at
the San Francisco Bay
Boat Show at
MARINER SQUARE!

APRIL 12-14

Be There!



56' CUSTOM STEEL KETCH—1979

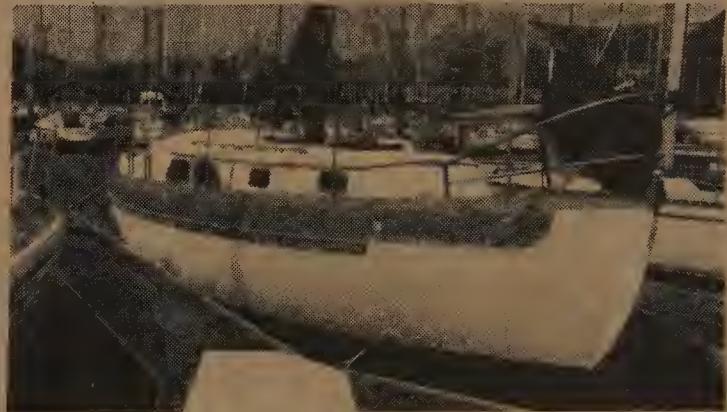
Australian built to provide strength and ease of handling for husband and wife in safety and comfort. Successful 5 year cruise. All amenities with thoughtful, proper execution. SATNAV. Vane. A/P. ONAN. Freezer. Washing machine. Outstanding condition.

\$195,000

LOCAL CRUISERS — SOME RACE EQUIPPED

□ 23' RANGER 23, 1972, Epoxy Undercoat	TWO FROM	10,100
□ 23' SANTANA 23, With Trailer, Very Clean		14,900
□ 24' COLUMBIA CHALLENGER, 1967 New Sails		5,500
□ 25' CAL 25, 1972		9,000
□ 26' INTERNATIONAL FOLKBOAT	TWO FROM	15,000
26' BALBOA 26, 1969, Large Interior		9,950
□ 26' PEARSON 26,	TWO FROM	13,500
27' SANTANA 27, Diesel, Well Rigged		18,500
□ 27' ERICSON 27,	TWO FROM	21,900
27' CAL T/2, 1973,		15,500
□ 27' CATALINA 27,	TWO FROM	15,200
□ 27' O'DAY 27, 1976, Nice Starter Boat		22,500
27' COLUMBIA 8.8, 1978		28,000
27' CAL 2-27, 1976, Popular One-Design		22,500
□ 28' PEARSON 28, Excellent Condition		31,500
28' NEWPORT 28, 1978, Diesel		26,500
28' O'DAY, 1979, Wheel Steering, Diesel		32,000
28' ERICSON 28+, 1980, Diesel, Wheel		38,950
29' ALBIN CUMULUS, 1982, Swedish Quality		33,000
□ 30' NEWPORT 30, 1979, Volvo Diesel		35,500
□ 30' PEARSON 30, 1973, Very Clean		28,500
□ 30' ERICSON 30+, 1982, Loaded		45,900
□ 30' ISLANDER 30	TWO FROM	26,500
32' COLUMBIA 9.6		39,500
□ 32' ISLANDER 32, 1977, Bristol	TWO FROM	44,950
□ 33' BB 10, 1982, Danish, Teak Decks, Rod Rig		39,000
□ 33' WYLIE 33, 1979, Custom Cold Molded		75,000
□ 34' CAL 3-34, 1979, Diesel, H&C Water, Hood Furl		59,500
□ 35' ERICSON 35, Very Clean	THREE FROM	44,500
□ 36' ISLANDER 26,	THREE FROM	47,800
□ 36' COLUMBIA 36, Dodger, Roller Furling	TWO FROM	36,500

□ COME TO BRICKYARD COVE TO SEE THESE BOATS



SEA EAGLE 31—1979

Looking for a roomy, 31' cruising boat with a modified fin and skeg mounted rudder? Look no further. The Sea Eagle is a proven bluewater cruiser by Designer Stan Huntingford. She is modestly equipped and ready for her new owner. Must see to appreciate.

\$48,000



ALBERG 37—1972

Excellent offshore cruiser and liveaboard. Comfortable accommodations. Fully equipped: 7 sails, dodger, windvane, refer, electric and diesel heater, stereo, autopilot, loran, Westerbeke diesel and much more. Very well maintained. MUST SEE!

\$65,000

PT. RICHMOND 415/236-2633

LARGE OR SMALL? PASSAGE YACHTS HAS THEM ALL

ON DISPLAY AT THE BAY AREA BOAT SHOW APRIL 17-21 MARINER SQUARE, ALAMEDA

PASSPORT 51—The Queen of the PASSPORT Fleet is making her San Francisco debut. She has been chosen by local radio stations, KJAZ and KKHI, as the featured yacht of the show. They will hold drawings for a catered, sunset cruise aboard this luxury yacht. *Listen for details!*

PASSPORT 47 CENTER COCKPIT—Making her WORLD debut at the show, the new 47 combines elegance and spaciousness in a fast performance hull by Robert Perry.

PASSPORT 42—She's sporting a new look with a low maintenance deck house. The same Passport 42 performance with beautifully refined looks.

PASSPORT 40—She's arrived especially for the show and is available for immediate delivery. She features a new layout never displayed before.

BENETEAU 42—SAN FRANCISCO DEBUT! Go anywhere fast with the FRER'S designed BENETEAU 42. A beautiful cruising interior with a fast, competitive hull.

BENETEAU 375—U.S. PREMIER of the new BENETEAU 375. Incredible Beneteau value and a great interior layout sets her apart from the rest.

BENETEAU IDYLLE 11.5—San Francisco Premier of Beneteau's cruising 37. She is the ideal choice for the cruising couple and small family.

BENETEAU 305—West Coast Premier of this fast Beneteau. Perfect choice for racing and family cruising. She's fast and easy to handle.

Pick up your Boat Show Discount Tickets at PASSAGE YACHTS!

PASSAGE YACHTS

1220 BRICKYARD COVE ROAD
PT. RICHMOND, CA 94801
(415) 236-2633



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COVER PHOTO: RICHARD
Sundown in Z-Town
Graphic Design: K. Bengtsson
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PASSAGE YACHTS

MAYDAY! MAYDAY! MAYDAY!

PASSAGE YACHTS

*cordially invites you
to attend our
Spring*

MAYDAY CELEBRATION

on Saturday, May 4th,

*Festivities begin at 11:00 AM with Open House
on the PASSPORTS and BENETEAUS and a
champagne brunch.*

Our Afternoon Guest Speakers include:

*Stanley Huntingford, designer of the Passport
42, 51, and new Passport 45, enlightens us on
the design considerations of the modern
bluewater cruiser.*

*Charles Hicks, owner of Johnson-Hicks Marine,
explains how to choose the right electronics for
racing and cruising and how to conduct an
energy audit.*

*Wendell Renken, President of Passport Yachts,
discusses the design philosophy behind the
Passports and boat construction techniques.*

**Reservations Required
415/236-2633**

**1220 BRICKYARD COVE ROAD
PT. RICHMOND, CA**

Speed... you either have it or you don't.

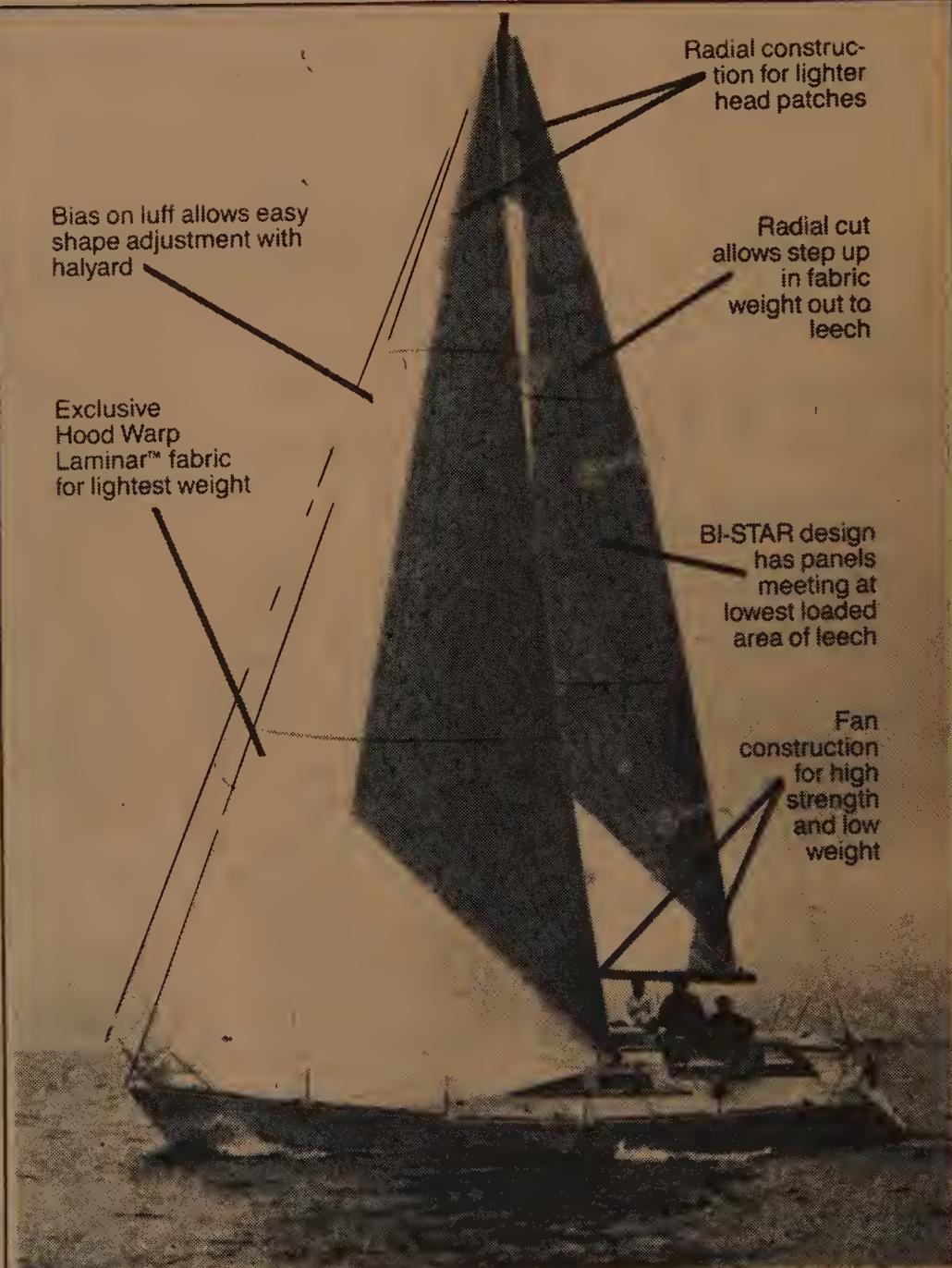


Scalawag with BI-STAR™ main and Tri Star™ spinnaker

At Hood, the combination of racing experience and success, design expertise, fabric research, development and manufacturing plus computer assisted design and laser panel cutting produces the fastest sails around the world.

This BI-STAR™ main and Genoa are the latest in speed. They were developed by the HOOD Racing Team for the SORC after impressive victories in late summer at the Clipper Cup, San Francisco Big Boat Series and Cal Cup.

BI-STARS can be aboard your boat in time to start beating up on the competition in just a few weeks. Review your inventory and call for a quote. But do it now, it's the speedmaking season.



Mr. Bumpa Express 37 with BI-STAR™ main and genoa



THE SETTON GROUP

THE SPEEDMAKERS

466 COLOMA STREET, SAUSALITO, CA 94965

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The Nation's #1 Boat Financing Source... ...has landed in the San Francisco Bay area.

Yegen Marine proudly announces
the opening of our Alameda office, at
2415 Mariner Square Drive
Alameda, CA 94501 415-523-7301



Bill Kinstler
Area Sales Manager



Yegen Marine

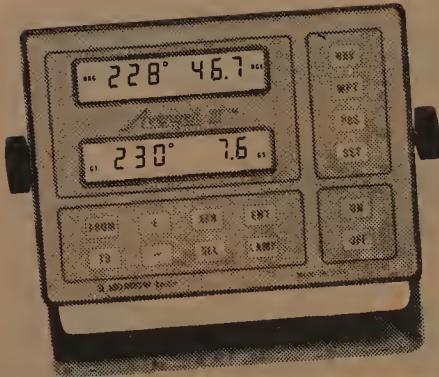
A DIVISION OF YEGEN ASSOCIATES, INC.



Boaters Supply

APRIL
SALE

Avenger III



This compact Loran C from II Morrow, a leading maker of aviation electronics, has the accuracy and features of more expensive Lorans at an affordable price, such as Current LAT/LONG & LOP; 100 waypoints in LAT/LONG & LOP's with continuous memory; point-to-point bearing & distance; anchor watch; as well as bearing, range, ground speed, ground track angle, time to destination and much more including a two-year warranty! Made in the United States.

List: \$1095.00

SALE \$889.00

SHARP



easytiller
Autopilot

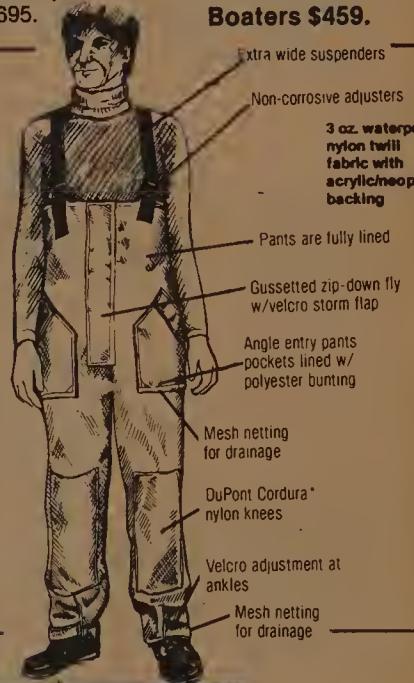
Designed for boats up to 42'. More powerful than the highly promoted Autohelm 2000, yet very miserly with your power supply. Features auto trim, yaw, rudder & dodge controls, proportional response circuitry, and double sealing system for full weatherproofing and long term reliability.

List: \$695.

Boaters \$459.

Extra wide suspenders

Non-corrosive adjusters
3 oz. waterproof
nylon twill
fabric with
acrylic/neoprene
backing



HIGH SEAS®
NEW

YS 4000 Foul Weather Suit

The new two-piece YS 4000 has all the latest innovations in foul weather gear to provide maximum comfort, durability, and 100% waterproof protection. This impressive suit invites comparison with other state-of-the-art, high tech suits such as North and Henri-Lloyd at a much more affordable price. As advertised in *Sail* magazine.

List: \$229.00

Jacket — \$119.50

Pants — \$79.50

Full Suit — \$179.00

chuck roast

PILOT JACKET



Bunting jacket with Sierra cloth shell. A unique self-layering system in one stylish garment!
List: \$85.50
Sale \$69.00

**SAVE
50%**



Forespar

HORSESHOE BUOY

New life buoy features superior semi-soft foam core with bright yellow vinyl coating. Will not break, fade or rip like old style units with loose fabric cover.

H-1 List: \$59.95

**SUPER SPECIAL
SALE \$29.95***

*limited quantity, while they last

Vacu Pump

OIL CHANGER
Clean — Quick —
Easy!

Includes everything
you need to change
oil thru engine dipstick!

List: \$27.95
SALE \$18.79



CHAMPION SAILING GLOVES



You owe it to your hands to try these gloves before you buy your next pair. Champion's "Catamaran" glove features specially tanned, tough, suede leather with full-width reinforced palm & fingers, sta-tite elastic back and extra wide easy-on/easy-off velcro tab closure to assure a secure but never blinding fit. These are the best sailing gloves we've seen at any price.

List: \$19.95 Sale \$15.95

DACRON YACHT BRAID SALE



Quality is no secret. It's a combination of the best materials and the latest techniques. Our line is made in the Bay Area by U.S. Ropes using DuPont #35 continuous filament Dacron under constant supervision on state-of-the-art double braiding machines. We challenge anyone's claim to having a better line at any price! Available in your choice of white or color-coded with red, blue or green tracer, sizes 1/4" thru 1/2" (at the same price).

Size Dia	Sale/Ft	Size Dia	Sale/Ft
3/16"	11¢	7/16"	37¢
1/4"	15¢	1/2"	45¢
5/16"	22¢	5/8"	69¢
3/8"	28¢		

Boaters Supply

APRIL
SALE

PRICES GOOD THRU 4/30/85

ANTENNA BREAK THROUGH!

NEW

RANGER 6db S/S MINI-WHIP

The first hi-tech VHF marine antenna. No need to stow away when dry docking or trailering. 44' long.

RailFast™ RAIL MOUNT

allows easy installation of VHF, CB and Loran antennas to boat railing. An ideal way to mount the Ranger antenna.

List: each \$29.95
Sale \$19.95
Only \$37.90 for both!



AVON

WE'VE GOT THE BEST SELECTION & PRICES ON THE WORLD'S TOUGHEST INFLATABLES!

ROVER 3.10



Boaters Supply is Avon Headquarters. We stock the ever popular REDCREST, all the best-selling ROVERS, as well as LIFERAFTS and ACCESSORIES.

**WE DISCOUNT
ALL AVONS!**

CAPT'N HOOK

BOAT MAINTENANCE KIT

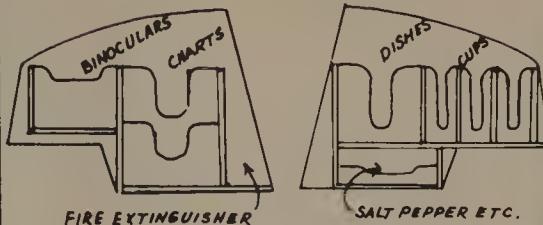
This is the toughest, most versatile boat hook you can buy. Corrosion proof fiberglass telescoping pole features hard anodized aluminum utility tip threaded to accept durable mop and brush set.

MK-3 List \$32.50 Sale \$22.75



Redwood City
635 Bair Isl. Rd.
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CUSTOMIZE YOUR CATALINA 30



Solid teak panel & rack assembly custom fitted to maximize space utilization and dress up the aft cabin bulkhead.

ONLY \$159 each or \$295 for both



JASCO



BILGE CLEANER

Quart List \$5.49 Sale \$3.85

ACETONE

Quart List \$2.79 Sale \$1.98

SPEEDOMATIC PAINT REMOVER

Quart List \$5.98 Sale \$3.99



FIBERGLASS BOAT CLEANER & WAX

One-step process removes oxidation, restores color and leaves a wax shine.

Quart List \$9.95 Sale \$5.95

METAL POLISH

Shines metal fast and leaves a protective coating that lasts months!

1/2 pt List \$4.95 Sale \$3.39

WASH-N-SHINE

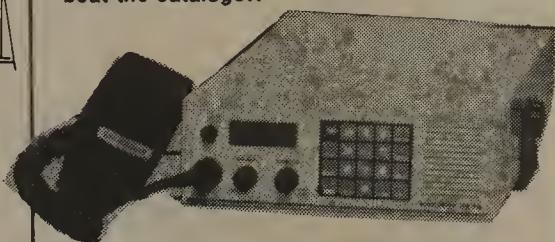
Cleans to a lustrous shine. No detergent dulling or harm to any finish.

Pint List \$3.50 Sale \$2.49

**ALL BOTTOM
PAINTS —
40% OFF!**

RAY JEFFERSON

Compare the features and prices — you'll find Ray Jeff Electronics are the best value on the water. Now Boaters super everyday low prices beat the catalogs!!

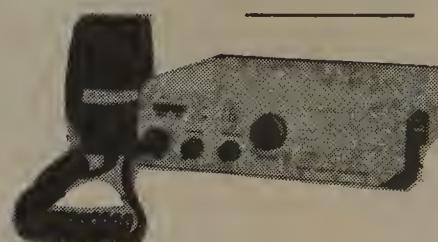


AUTOSCAN VHF RADIO

Outperforms all other 85 chnl International VHF radios! Microprocessor controlled automatic, programmable, priority & weather scanning modes even work simultaneously. Dual mode monitors 16 & any priority chnl. Simple control with just a touch of the waterproof membrane keyboard. Bold LCD chnl/mode readout.

List: \$549.00

SALE \$299.95



MICRO-MINI VHF-FM RADIO

Best priced 50 chnl VHF anywhere! Combines micro processor circuitry w/miniature size. All the most wanted features. Measures only 2 1/2" h x 7" w x 8" deep.

- Fully synthesized; all U.S. & 9 weather channels.
- Instant channel 16 override button.
- Front mounted speaker for clear, unmuffled reception.

model 5000M

Only \$189.95



120' flasher/depthsounder. Small case — large face! Excellent fish finder including transducer, 20' shielded cable and s/s transom mounting bracket.

List: \$189.95

SALE \$94.50

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Open 7 Days A Week

NEW Daylight Savings Hours

Mon-Fri 9-6; Sat 9-5; Sun 10-4;

Open Thur Eves 'Til 8

Closed Easter Sunday

Emeryville
1290 Powell St.
(entrance on Beaudry St.)
(415) 654-7572





"Jaan da Luz" 64' LOA. 6'2" Draft. (3) West Epoxy laminates 5/8", fijian ash under fiberglass & paint. Teak decks. Disp 35.8T. Ballast 12T. Built Auckland, '82 by owner to Herreshoff design. Marvelous throughout. \$400,000.



Hans Christian 43 Performance Kch. Short, fast keel, folding prop, Pineapple sails (incl mizzen stys'l, cruis'g chute). That's the quick side. Cstm int. incl'g marble table, fireplace, penthouse berth amidship; fast lane bachelor. \$129,000. sistership.



Hans Christian 38T MkII. The experience and knowledge that went into equipping this cruising veteran can't be duplicated in a sales office. All the gear that works is already aboard. \$120,000.



van da Stadt. Built in South Africa '77. Cruised Atlantic and Pacific 'till now. Modified, tuned and refined all along the way. Perkins diesel completely rebuilt in '84. All offers considered.



Pearson Vanguard 33. immac. inside. Exterior getting new teak/varnish/paint. Owner moving from one bulletproof boat to another, now owns a Freedom 39 ... anxious to sell his other great boat.



Cruising World Yachts

Sail Brokerage

20'	Ranger	\$11,000
20'	Flicka	28,500
21'	Norwest	12,900
24'	Farr	14,500
24'	Moore	16,000
25'	McGlasson Bahama	21,500
25'	Buccanneer	13,500
25'	Yamaha	(2) 19,950
25'	Pac. Seacraft	(2) 22,000
26'	Columbia MKII	(3) 11,500
26'	Pearson	(2) 10,500
26'	Excalibur	7,950
26'	Folkboat	(2) 16,500
27'	Sun	27,900
27'	Orion	56,000
28'	Columbia	17,500
28'	Herreshoff	17,000
28'	San Juan	24,950
28'	Islander	34,000
28'	Cape Dory	35,900
28'	Freedom	59,500
29'	Islander	22,500
29'	Columbia	anxious
30'	Farallone	38,500
30'	Wilderness	Offers
30'	Odyssey	25,000
30'	Hunter	31,500
30'	Ericson	28,000
30'	Rawson	26,500
30'	O'Day	47,000
30'	Bristol	49,950
30'	Fisher PH.	49,500
32'	DeFever	32,000
32'	Ericson	32,950
32'	Pearson	35,900
32'	Buccanneer	39,500
32'	Traveller	anxious
32'	Westerly	Offers
32'	Islander	try
32'	Southwind	49,500
33'	IOD	22,500
33'	Buccanneer	39,900
33'	Yamaha	51,000
33'	Freedom	98,500
34'	Garden	41,300
34'	Cal	55,900
34'	O'Day	59,950
34'	Wylie	59,000
34'	Peterson sloop	69,950
34'	Hans Christian	(2) 79,500
35'	Coronado	45,000
36'	Islander	55,000
36'	Cheoy Lee Clipper	58,000
36'	Union	(2) 58,000
36'	Pearson 365	89,950
36'	Cape Dory	105,000
36'	Freeport Islander	107,000
37'	Angiemann	63,000
37'	Endeavour	79,000
38'	Morgan	79,000
38'	C&C	85,000
38'	Hans Christian	(3) 105,000
39'	H.Christian p.h. anxious	149,000
41'	Morgan Ol.	79,000
41'	Freeport Islander	139,000
42'	Westsail	90,000
42'	U.S. PH.	99,500
42'	Garden	125,000
43'	Hans Christian	(4) 125,000
45'	Explorer	114,500
46'	Custom Holland	125,000
48'	Mapleleaf	195,000
50'	Gulfstar	190,000
51'	Formosa	139,000
52'	Garden-Monk ketch	129,000
65'	Custm Herreshoff kch.	400,000

Power Brokerage

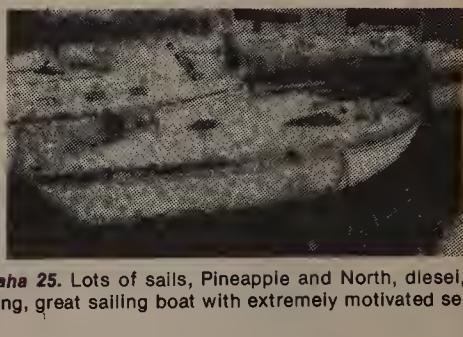
23'	Vashon	23,950
24'	Sea Ray	16,500
30'	Island Gypsy	80,000
34'	Fiberform	62,500
34'	Marine Trawler	69,000
41'	Matthews cbn cruiser	35,000
42'	Matthews tri cabin	52,000



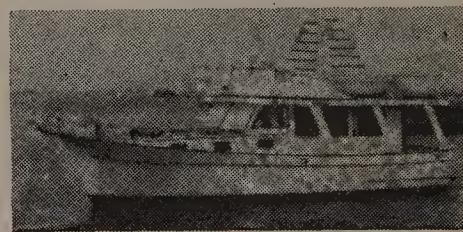
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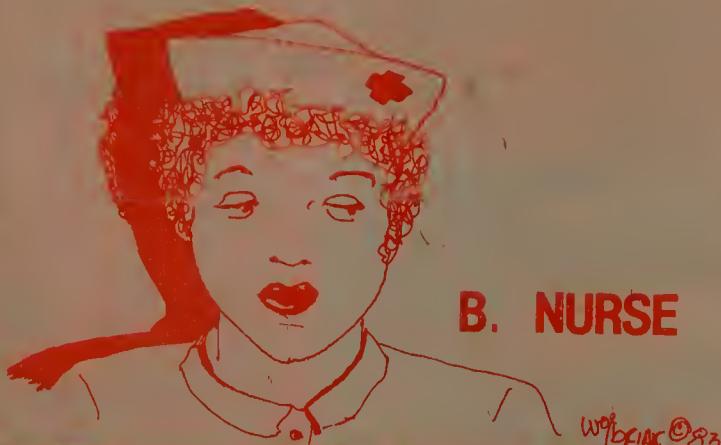
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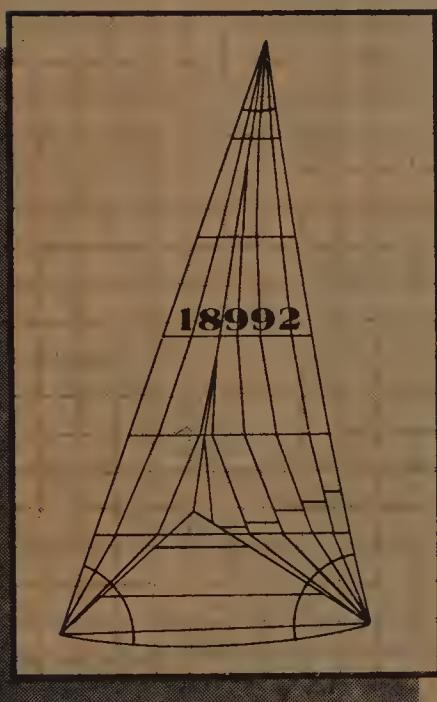
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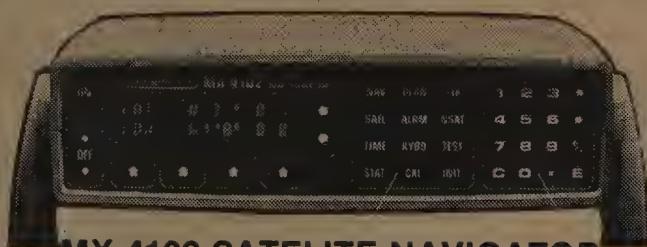


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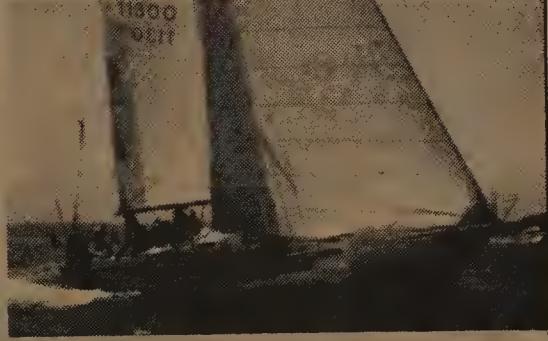
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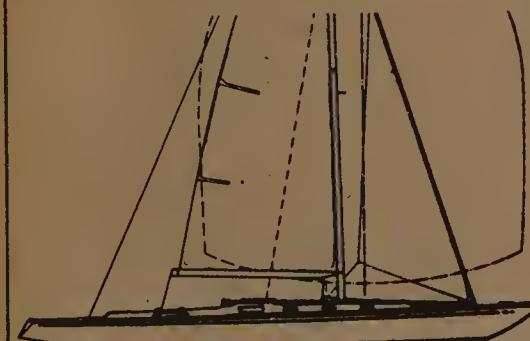
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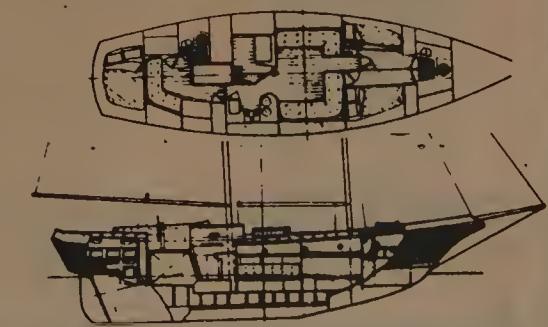


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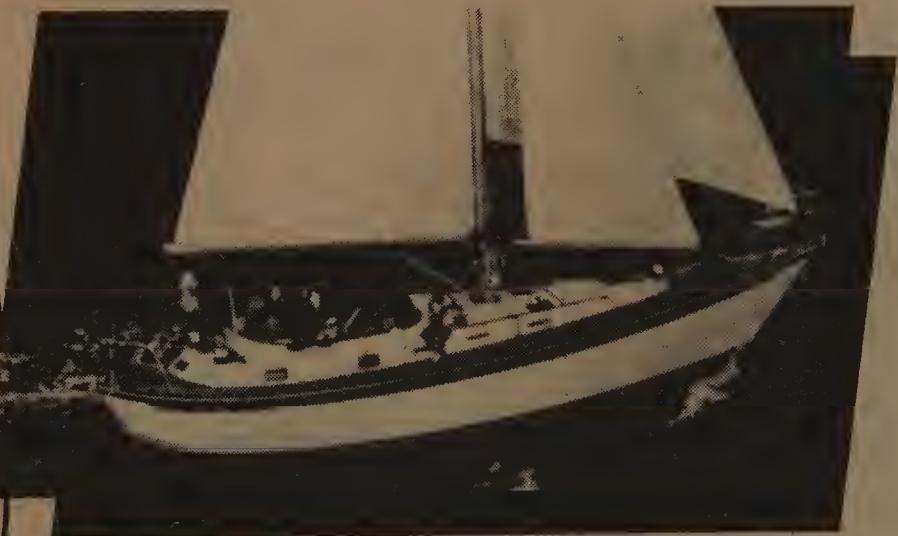
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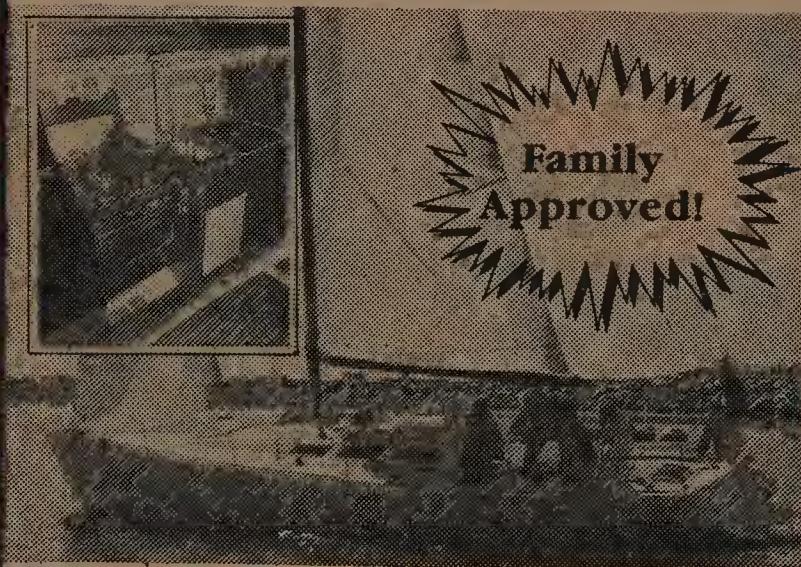
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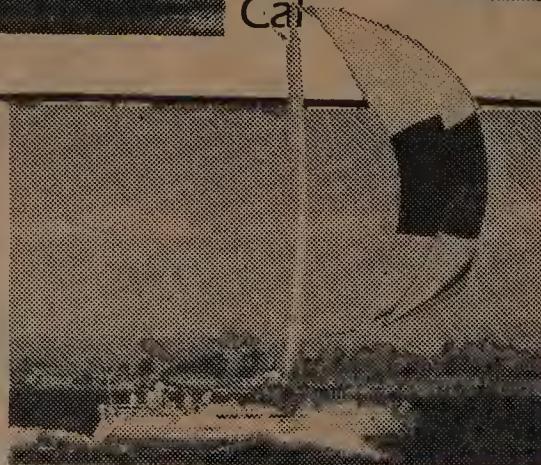
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20'	Cal (new sails)	1964	4,995
21'	Burns (reduced)		11,900
21'	San Juan	1976	6,000
23'	Pearson Electra	1961	7,850
24'	Moore (2 from)	1976	15,500
25'	Santana 525	1980	15,500/offer
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26'	Pearson Commander	1966	9,500
27'	Cal 2-27 (spinnaker)	1976	25,950



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27'	Express	1984	27,500
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31'	Cal	1979	46,600
35'	Erickson (reduced)	1972	55,000
40'	Olson	1983	98,500
40'	Olson (1/2 interest)	1983	69,950
40'	Yawl	1958	72,200
50'	Columbia	1966	109,000
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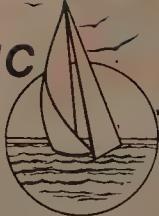
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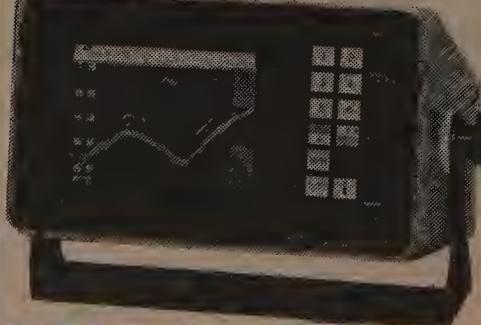
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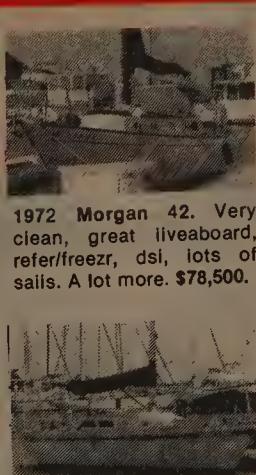
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'81	22' Catalina	7,200
'78	23' O'Day	12,500
'76	23' Ranger	12,500
'75	24' Nightingale	12,500
'68	24' Isl Bahama	8,000
'79	25' Catalina	14,650
'74	25' MacGregor	6,500
'79	25' US Yacht	13,500
'78	25' Columbia	17,500
'77	25' Catalina	15,500
'82	25' Catalina	14,900
'76	26' Catalina	13,500
'66	26' Excalibur	6,950
'78	26' Contessa	17,500
'78	27' Catalina	18,750
'77	27' Catalina	18,500
'73	27' Catalina	16,500
'71	27' Catalina	13,000
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Yr	Type	Price
'80	27' H-Boat	16,000
'72	29' Ranger	29,000
'75	29' Cal 2-29	31,900
'81	30' Catalina	39,500
'83	30' Catalina	38,900
'73	30' Columbia	29,500
'78	30' Catalina	33,500
'81	30' Nonsuch	69,500
'78	30' Catalina	36,000
'81	30' U.S. Yacht	36,000
'81	30' Nonsuch	67,500
'77	30' Catalina	32,500
'77	30' Catalina	33,500
'70	30' Dufour	35,000
'80	30' Catalina	37,500
'79	30' Catalina	34,000
'79	30' Catalina	34,500
'82	30' Catalina	39,950
'82	30' Catalina	35,000
'77	31' Mariah	64,500
'74	32' Westsail	59,500
'74	32' Ericson	32,000
'83	36' F-3	115,000
'79	37' Endeavour	79,000
'82	38' Catalina	62,000
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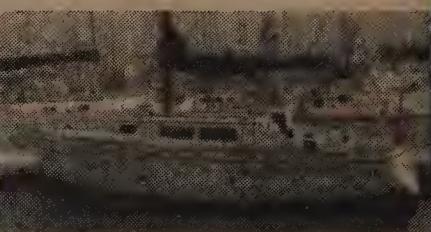
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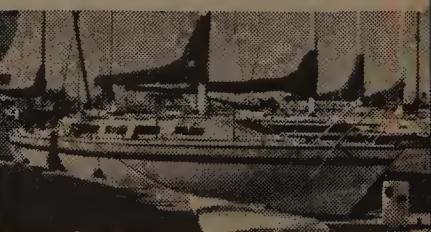
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Maine's Backwoods Boatbuilder

By Thomas Watt (Part II of III Parts)

He was determined to build the finest boats possible and this required the best in hardware, metals, woods, and fiberglass. But, to those who sold these items, Roger Hewson of South Casco was an unknown quantity. He still remembers the ordeal of trying to convince a Florida hardware supplier to ship parts to him.

Eventually, shipments did arrive, and with them came the mindboggling task of storing, arranging, tagging and installing the one thousand individual parts that went into his small cruising sailboat. How did he do it? "Methodically," say Hewson. Months later, the sloops began rolling out of the shop and, just as Hewson predicted, they were sold immediately.

He was choosy about selecting dealers. His research showed that because of the special market he had found — small yachts of high quality — dealers would seek him out and sell his boats. To qualify, they had to be expert sailors, respected in their communities, and financially sound. He still oversees dealership screening personally. Some reference checks go on for months before he is satisfied.

"Finding and keeping skilled workers has controlled Sabre's rate of growth which has leaped 30 percent each year since 1970."

After 200 of the original 28 footers were launched, Hewson introduced the Sabre 34, a sleek boat with sweeping lines, high bow, and spadelike transom. It was an instant success. Next came the 30, which he designed by stretching the hull of the original 28. The Sabre 38 followed, an impressive yacht with world-circling capabilities. A 32-ft model was rolled out last spring, and still another hull — a 36-ft model — is being designed now.

Today the sturdy yachts from South Casco are sailing everywhere: the Great Lakes, Newport, Detroit, San Francisco Bay, the Delaware River, Honolulu, Miami, and even Colorado, where a Denver physician had his Sabre 28 specially rigged to be towed behind a Ford pickup truck.

A rendezvous in the Chesapeake Bay last year attracted 60 of the boats, one of which was sailed over 300 miles from Westport, Connecticut, to attend the three-day event.

Hewson travels to these boat-ins when he can, holding seminars and giving pointers to the faithful. He peers at any alterations that owners have made to their own boats and writes up the better ideas in a bulletin, *Sabre News*, which he sends out four times a year.

One owner raced his 34-footer, *Shibumi*, from Massachusetts to Bermuda and was so impressed with its safety and comfort that he returned home, reprovisioned, and made a second round trip, putting more than 2,500 blue water miles under his boat's keel.

Reports of such trips please Hewson, but they don't surprise him; he knows what his boats are capable of doing.



The Sabre 38 proved that the top is the most solid part of the market.



Reprinted from "Maine Today", June 1984
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SELECTED BROKERAGE

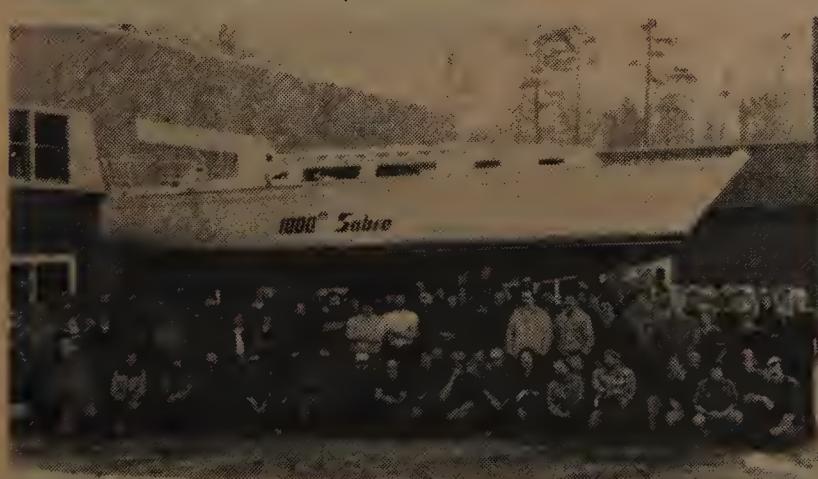
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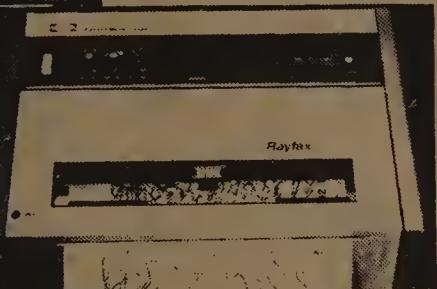
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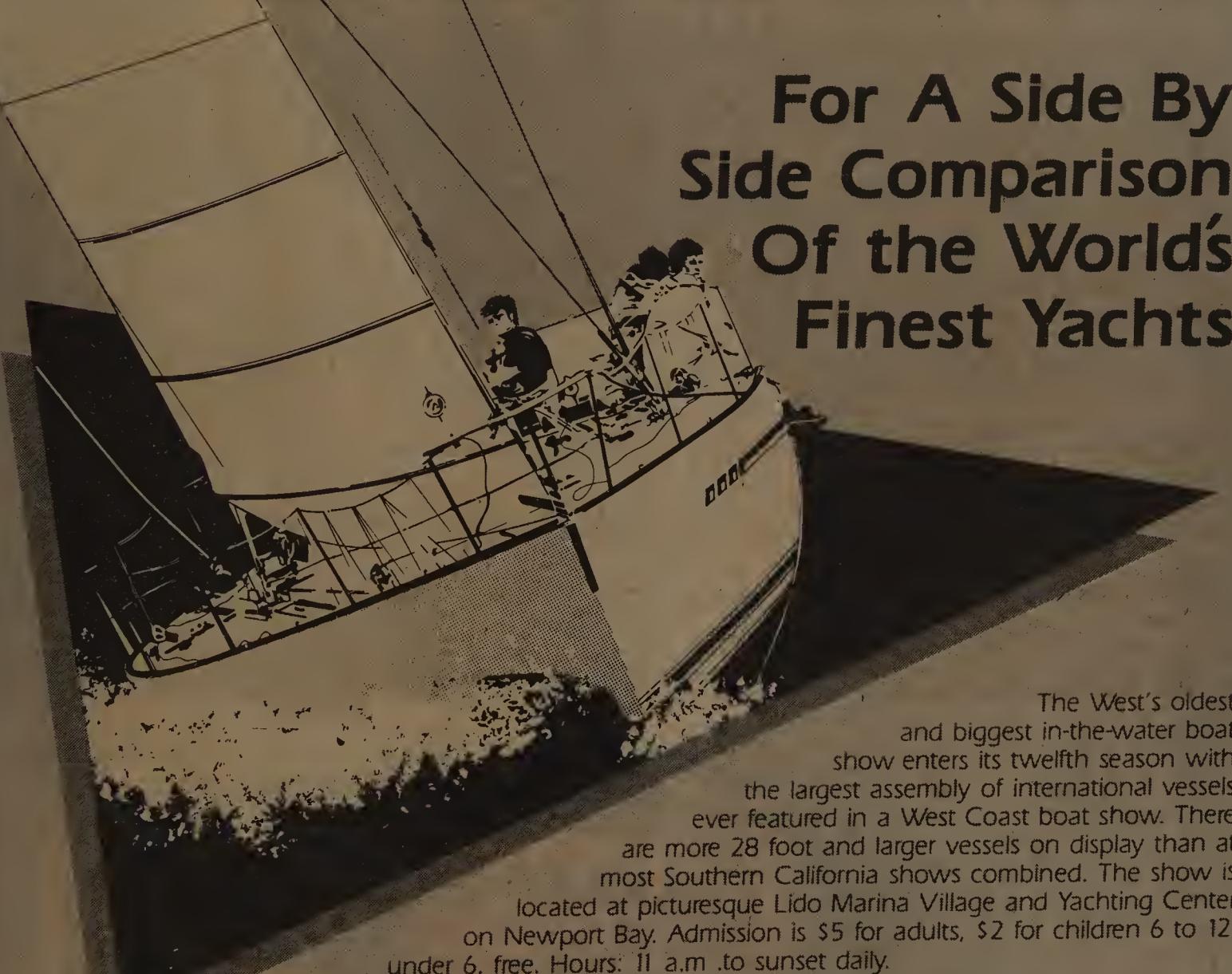
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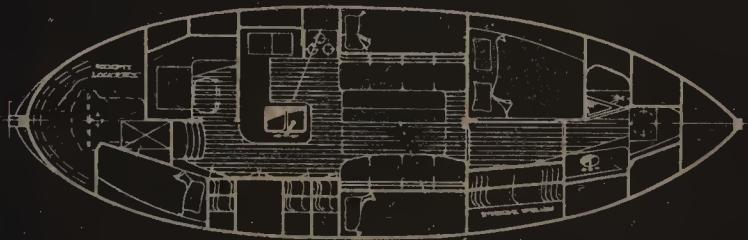


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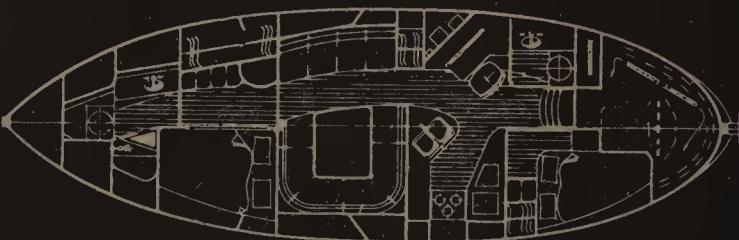
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69' Schooner	1911	175,000	35' Dufour	1979	89,000	29' Pointin	1977	30,000
64' Herreshoff kch	1982	400,000	35' Coronado	1971	43,900	26' Columbia	1969	19,500
51' Formosa . . . sold	1981	135,000	34' Hunter	1983	62,000	28' Islander	1977	33,000
48' Kettenburg PCC	1958	57,500	34' Aloha	1983	79,000	27' Mull		17,000
45' Explorer	1979	114,500	33' Cal, PHRF champ!		42,500	27' Jensen	1976	24,000
45' Dufour	1981	250,000	33' Tartan	1982	75,000	27' Hotfoot	1984	26,500
44' Rhodes MS	1961	140,000	32' Aloha	1984	70,000	27' Ericson	1973	22,500
43' Westsail	1976	115,000	32' Atkins	1979	68,000	27' Catalina	1983	25,500
43' Columbia	1970	70,000	32' Col. Sabre	1966	14,000	27' Catalina	1982	22,000
42' Pearson	1980	149,950	31' Contest	1974	49,000	27' Catalina	1982	22,000
41' Cutter	1928	65,000	31' Dufour	1981	55,000	27' Santa Cruz	1978	18,500
41' Morgan O/I	1981	95,000	30' Dufour	1969	38,000	27' NorSea	1978	45,000
41' Perry	1979	125,000	30' Islander MKII	1976	33,500	27' Cape Dory	1977	32,000
41' Swan	1976	145,000	30+ Ericson	1983	53,000	27' Hunter	1980	27,000
41' Islander Freeport	1976	125,000	30' Islander B-30	1983	49,500	27' Ericson	1972	22,500
40' Bristol	1979	119,500	30' Catalina	1979	33,900	27' Ericson	1973	19,500
40' Vallant	1977	110,000	30' Tartan	1982	58,500	27' Ericson	1977	20,830
39' Cal	1971	67,500	30' US	1981	34,000	27' Santana	1971	17,000
39' Cavalier	1976	69,000	30' O'Day	1978	38,000	27' Balboa	1980	13,500
38' Catalina	1980	63,000	30' C&C	1978	57,900	26' Pearson	1975	13,500
38' Pearson	1984	146,000	30' Carter	1968	25,000	26' Marleholm	1969	15,000
38' Hans Christian	1978	98,000	2-30 Cal	1970	30,000	26' Tartan	1973	12,000
37' Endeavour	1979	79,000	30' S-2 ctr cock	1978	49,750	26' Excalibur	1966	6,950
37' Endeavour	1979	75,000	30' Tartan	1974	33,000	26' Columbia	1970	11,000
37' Gulfstar	1976	81,000	30' Pearson	1977	30,000	26' Pearson	1978	16,500
37' Tayana	1979	80,500	30' Yankee	1972	35,000	25' O'Day	1976	15,500
37' Islander	1970	46,000	30' Pacific	1971	12,500	25' Lancer	1979	15,000
36' Formosa	1979	62,500	29' Competition 1000		29,900	25' Seidelman	1979	14,900
36' Cheoy Lee	1969	55,000	29' Cal	1971	25,000	25' Coronado	1968	8,900
36' Islander	1977	70,000	29' Seafarer	1974	14,000	25' Coronado	1969	8,900
36' Islander	1978	65,000	29' Ericson	1978	32,995	25' Cal	1969	9,000
35' Ericson	1971	44,000	29' Ericson	1973	28,000	24' Pearson	1968	12,000
35' Ericson	1976	45,000	29' Ericson	1975	27,000	22' O'Day	1977	6,000

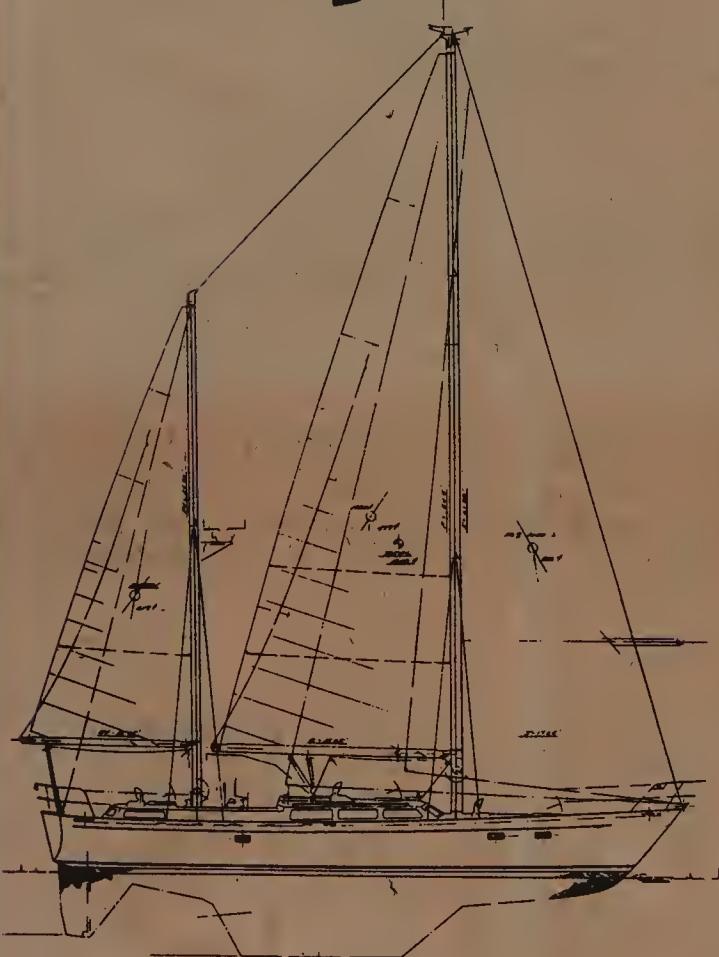
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SPECIFICATIONS

L.O.A.	50'7"
L.W.L.	42'1"
BEAM	15'5"
DRAFT	6'4"
DISPLACEMENT	44,000 lbs
BALLAST	14,000 lbs
SAIL AREA (cutter)	1,216 \square'
SAIL AREA (ketch)	1,240 \square'
DISPL/LENGTH	.264
C.P.	.54
LBS PER INCH	
IMMERSION	2,142 lbs
FUEL TANKAGE (approx)	150 gal
WATER TANKAGE (approx)	.300 gal
ENGINE	Perkins 4.236

Designer ... Robert H. Perry



OCEAN YACHTS

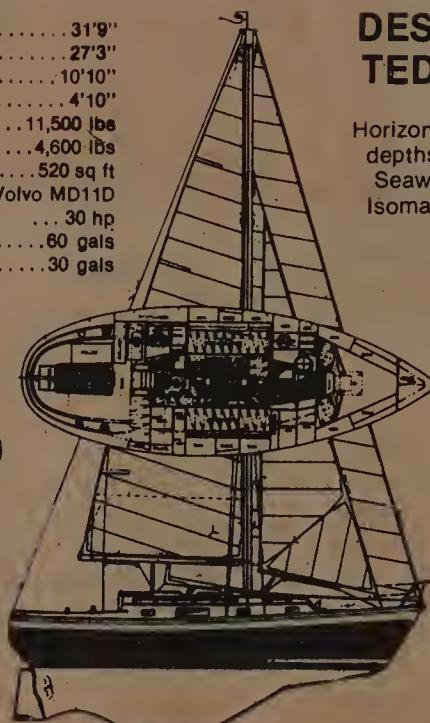
UNION 32

L.O.A. 31'9"
L.W.L. 27'3"
BEAM 10'10"
DRAFT 4'10"
DISPL. 11,500 lbs
BALLAST 4,600 lbs
SAIL AREA 520 sq ft
MACHINERY .. Volvo MD11D
... 30 hp
WATER 60 gals
FUEL 30 gals
CUTTER

\$62,000

**DESIGNED BY
TED BREWER**

Horizon Maxi VHF, Signet
depthsounder & knotlog,
Seaward propane stove,
Isomat Aluminum Spars,
Horizon Sails



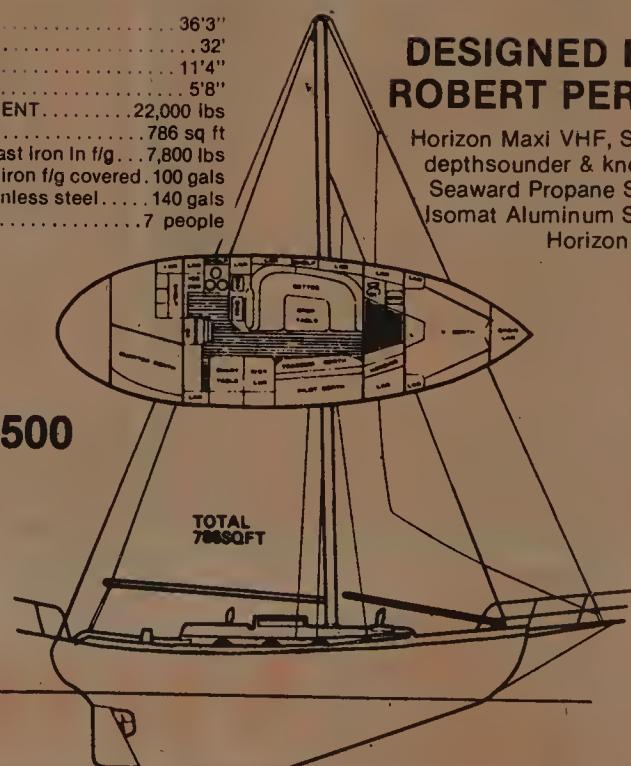
UNION 36

L.O.A. 36'3"
L.W.L. 32'
BEAM 11'4"
DRAFT 5'8"
DISPLACEMENT 22,000 lbs
SAIL AREA 786 sq ft
BALLAST: cast iron In f/g ... 7,800 lbs
FUEL: black iron f/g covered. 100 gals
WATER: stainless steel 140 gals
BERTHS 7 people
CUTTER

\$74,500

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ROBERT PERRY**

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Seaward Propane Stove,
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New Gear, Clean \$11,000



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Immac. Seaworthy Cruiser \$205,000



26' Yamaha \$23,900 See it in
the In The Water Boat Show!

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20' Santana '77	11 Sails	6,500	30' Catalina	Spacious	from 34,000
20' Ranger '76	W/Trailer	6,900	32' Monterey '33/'77	Rebuilt Classic	17,000
21' Yngling '70	One Design	3,300	32' Columbia Sabre '65	A steal at	11,000
22' Santana '67	Sausalito Berth	7,500	32' Nantucket Clipper '71	Cruiser	29,950
23' Ranger '76	Super Clean	13,000	32' Islander '77	Stiff & Dry	45,000
23' Pearson '61	New Paint; Great Shape	6,400	33' Nor'West '80	Best Cruising Buy	55,000
24' Farr '81	W/Trailer	14,000	33' Northwest '78	A Real Cruiser	55,000
24' Vashon Troller '80	Seaworthy	24,950	33' Yamaha '80	Loaded; Immac. 49,000 54,000	
25' Coronado	Two	from 8,500	34' Peterson '81	Loaded & clean	69,000
25' Vertue '65	Exceptional Style	24,500	35' Mariner Ketch '65	Classic Cruiser-Rebuilt	42,500
25' Yamaha	Elegant comfortable	from 19,500	35' Ericson '71	Loaded & Clean	44,900
26' Columbia '70	Big 26 Footer	12,500	36' Yamaha '80	Good Value	72,000
26' Dawson Ketch '75	Aft cabin	17,500	36' Islander	Several	from 49,995
26' Cheoy Lee '65	Quality Woodwork	19,500	38' Hans Christian '79	Glass & Teak Cutter	105,000
26' Folkboat '70	Traditional Lines, Glass	16,500	40' Olson '83	'85 IOR Cert. A Winner	109,500
27' Catalina	Several	from 15,850	40' Newporter '58	A Salty Classic	79,500
27' Santana '71	Original Owner	18,000	41' Morgan O.I. '77	Liveaboard	85,000
27' C & C '71	Inboard; Spinnaker	26,000	42' Morgan '72	Perfect Condition	79,500
29' Cal 2-29 '75	Offers wanted	29,750	43' Bluenose Schooner '47	Restored	67,000
29' Sea Farer '74	Mini Cruiser	15,000	43' Serendipity'	IOR Racer	125,000
30' Bermuda '65	Cheoy Lee Cruiser	16,000	45' Hardin '82	Aft cabin, 4 staterooms	95,000
30' Islander MK II '76	Wheel Steering	33,500	46' Holland '79	Custom IOR Racer	140,000
30' Sonoma '82	W/Trailer, Loaded	32,000	49' Lidgard Ketch '82	Steel; World Cruiser	205,000
30' Farr '78	Fast half Ton	26,850	51' Hartley '80	Pacific Cruiser	99,000
30' Shields '68	Great Value, Bristol Cond.	7,900	52' Farr Custom	IOR Racer	Offers
30' Yamaha '79	Japanese Quality	41,900	54' Morgan Custom '68	Classic Cruiser	129,500

CALENDAR

Non-Racing

April 1 — "The Ins and Outs of Marine Insurance", a lecture by Jim McGinnis. Oceanic Society, Bldg. C, room 300, Fort Mason Center, San Francisco. \$2 donation. 441-5970.

April 1, 1851 — The schooner yacht America due for completion at William Brown's yard in New York. Like most custom jobs, she fell behind schedule and was not launched until early May.

April 1 — Coastal Piloting class taught by Linda Weber-Rettie, begins at the College of Alameda. Fee for the Monday/Wednesday night (7-9 p.m.) classes is \$18.85. 522-7221.

April 1-5 — Junior Vacation Sailing Camp. Open to young sailors from 9 to 15. Call Cass' Marina 332-6789.

April 2 — "Celestial Navigation I" class begins at the College of Alameda. Ron West will teach this evening class. A coastal piloting class or equivalent experience is a prerequisite. 522-7221.

April 5 — Full moon.

April 6, 11 — Basic and intermediate classes in large sailboat handling and seamanship. Dave Garrett Sailing, Redwood City. 367-0850.

April 10 — Latitude 38 Crew List Party, Corinthian YC, 6 to 9:30. Come and meet potential crew or skippers. If your name appears in either our March or April Crew Lists, you get in free; if not, it's \$5 at the door. Lots of door prizes and a slide show. These things usually end up standing room only, so don't be late. 383-8200.

April 11 — Latitude 38 Crew List Party, Metropolitan YC, Jack London Square, Alameda. The same cheap thrills and admission stuff as the above for East Bay sailors and anyone else still available — for sailing, that is — after last night. 383-8200.

April 11-14 — Newport Used Boat Show, Lido Marina Village, Newport Beach. A bit of a drive, but if that's where the boat happens to be . . . Open weekdays 11:00a.m. to sunset; weekends 10:00 a.m. to sunset. Adults \$5. For more information, call (714)673-9360.

April 13 — Carquinez Straits Opening Day in Benicia. Veronica Tipton, (707) 745-2841.

April 14 — The Berkeley YC Fifth Winter Sunday Night Cinema Event and Dinner Program. The feature film this time is the 1956 classic "Moby Dick" starring Gregory Peck as the tyrannical obsessed captain Ahab. Draw your own parallels to your favorite IOR skipper. An all you can eat spaghetti dinner starts at 6:30 p.m. and the movie at 7:30. Open to members and the general boating public. Food and film are \$7, and you'll need to make reservations. For more, call me Ishmael, or call Ruth Brooke at 526-4899.

April 16 — Merit 25 Association's "Measurable Event" at the San Leandro YC. Following boat and sail measuring will be a barbecue and free beer and wine. Everyone welcome. Chris 524-9655.

April 17-21 — Used Boat Show, Fortman Marina, Alameda. Hours, 12 noon to 5:30. This show will feature 65 of the finest used boats available, says Milano Yachts, the show's sponsor. Fortman Marina is a mile north of the Alameda tube. 523-7474.

April 17-21 — 12th Annual Newport in-the-Water Sailboat Show. With products from Finland, Spain, Sweden, England, Italy, France, New Zealand and the Republic of China represented, this show will have a real international flavor. Show information the same as used boat show listed above. (714) 673-9360.

April 17-21 — San Francisco In-The-Water Boat Show, Mariner Square, Alameda. Largest in the water show on the West Coast. Info, Karen Thompson, 523-0940.

April 20 — New moon.

April 20 — Columbia Challenger Association Spring Dinner, San Francisco. For any Challenger owners, crew and friends. For time and place, call Jim Adams, 461-8919 or Rich Stuart 456-6915.

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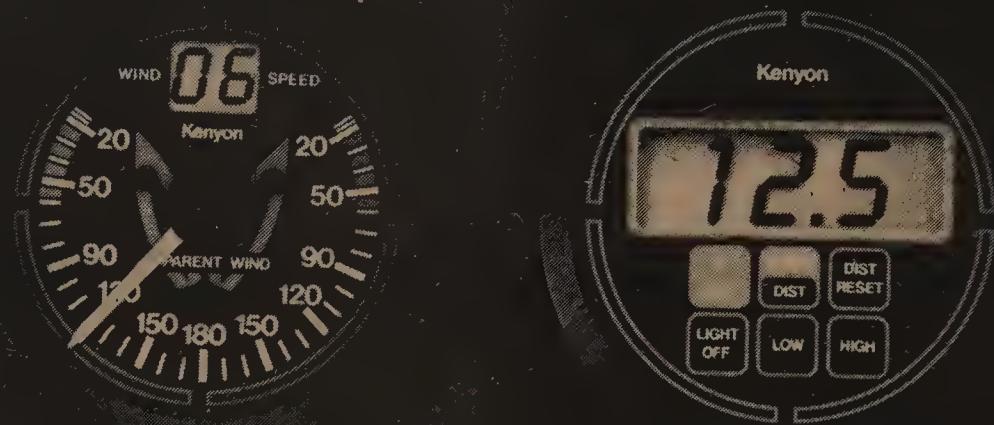
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CALENDAR

April 20 — Delta Opening Day, hosted by the San Joaquin YC. 684-9985.

April 20 & 21 — Cal 2-27 Association's Annual Racing Tune-up Weekend, Sobstad Sails, Brickyard Cove, Richmond. On and off the water instruction will be available to sailors of all skill levels, as long as they're skippers, crew or family of Association members. 499-8097.

April 20 & 21 — Basic and intermediate classes in large sailboat handling and seamanship. Dave Garrett sailing, Sausalito. 331-3364.

April 20 - May 25 — Junior Sailing Program, Cass' Marina. Meets from 9-12 once a week. For ages 8-15. 332-6789.

April 21 — South Bay Opening day, held off the Port of Redwood City. Peninsula YC, 361-9591, or Sequoia YC, 365-9472.

April 23 — Beginning class in large sailboat handling and seamanship. Dave Garrett Sailing, Sausalito. 331-3364.

April 25 — Andrew Urbanczyk, the solo circumnavigator whose "Equatorial Challenger" articles were featured last year in *Latitude 38*, will report firsthand on his 30,000 mile voyage with Cardinal Virtue aboard NORD IV; 7:30 at the Island YC. No admission, nonmembers welcome. 521-2980.

April 25 — Intermediate class in large sailboat handling seamanship. Dave Garrett Sailing, Sausalito. 331-3364.

April 25 — Free showing of the movie *Long Beach Olympiad*, a 50 minute feature on the 1984 sailing Olympics. 832-6757.

April 27-28 — NASA (North American Sailing Association) cruise to the delta. This is the first of a summer full of events on a variety of California lakes and waterways for this dozen year old trailer boat organization. Bill Watson, (707) 996-7509 evenings; or Dick Racki (916) 666-1811 evenings.

April 28, 1947 — Thor Heyerdahl and five other adventurers depart Callao, Peru aboard the balsa raft Kon Tiki. Three months later, they sight land in Polynesia.

April 28, 1789 — In one of the most famous seagoing crimes of all time, Captain William Bligh and 18 followers are set adrift by the mutinous crew of HMS Bounty. In one of the greatest feats of seamanship of all time, Bligh navigates the 23-ft boat — without charts — over 3,618 miles of ocean to safety.

May 3 — First showing of Nancy and Jerry Boruckis' feature length film *Under Sail to Hawaii*, which includes their adventures on Kauai. At the Marin Civic Center, 8 p.m. Also on May 4th in Santa Cruz, May 5th in Cupertino, May 9th and 14th in Walnut Creek and May 11th in Alameda. Call for times and location at (415) 961-6198.

May 5 — South Bay YC Opening Day. Ken Gardner, (408) 263-1453.

Racing

April 2-5 — America's Landsailing Cup regatta will be held at Ivanpah Dry Lake off Interstate 15 at the California/Nevada state line. See the fastest sailboats on land or sea! N.A. Land Sailing Association, P.O. Box 424, Garden Grove, CA 92642.

April 6 — Singlehanded Farallones Race for those who want to go it alone. Tony Smith, 454-2312.

April 9 — Los Gatos YC hosts speaker John Bertrand, Olympic silver medallist and 12 meter tactician. John Leon, (408) 395-7260.

April 11, 1974 — After 144 days, Chay Blyth and a crew of British paratroopers aboard the 77-ft *Great Britain II* are first to finish in the first Whitbread Around the World Race. *Sayula II*, which finished on April 14, won on corrected time.

April 13 — Last race of the Women's Racing Association Winter Series at Island YC. Marcine Osborn, 537-4548.

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CALENDAR

April 13 — Little Big Deal regatta for IOR owners, to be sailed in 12-ft millimeters at Richmond's Brickyard Cove. Come root for the guys who pay the bills! 234-8192.

April 13 — Sixth annual Doublehanded Farallones race for multi and monohulled yachts. Weather can be rough, be prepared. Don Sandstrom, 339-1352.

April 13 — 9th Annual Colin Archer Memorial Race, hosted by the Encinal YC. Any Colin Archer inspired (double ended, full keel) boat is eligible. Call the EYC or vice commodore Stan Tice at (408) 277-4161(w) or (408) 269-8659(h).

April 13-14 — The Resin Regatta, sponsored by the San Francisco YC. Fleets already represented include Cal 20, Ranger 23 and 26, and Santana 22. Rich Widerman, 457-1525, or leave a message at 435-9133.

April 13-14 — Clear Lake's annual spring regatta at Lakeport YC. For all classes. Thelma Dangel, (707) 279-1335.

April 13-14 — Islander Bahama and Gladiator sailors rendezvous at Tiburon YC in Paradise Cay for practice starts followed by a barbecue. John Super, 824-5531.

April 27 - May 5 — Antigua Race Week, aka the strongest indication that Western Civilization is debauching itself into oblivion. Classic boats, big and small; legendary parties, warm wind and water. Those who know recommend you beg, borrow or otherwise obtain a plane ticket to be there.

April 27 — Doublehanded Lightship race out to the SF Approach Buoy and back. Short and sweet. Proceeds go to Cerebral Palsy foundation. Paul Mazza, (415)769-8257.

April 28 — Free races for sailboards, Snipes, Lidos, Coronado 15's and other dinghies. Lake Washington SC in West Sacramento. (916) 444-6369.

April 28 — May 4 — San Francisco Cup for Nordic Folkboats, hosted by the St. Francis YC. Lauren Carlisle, 775-5154.

May 4 — First annual Konocti Cup Marathon Race at Clear Lake, open to boats 19-ft and above, centerboard or keel. Free docking, free launch ramp. (707) 277-SAIL.

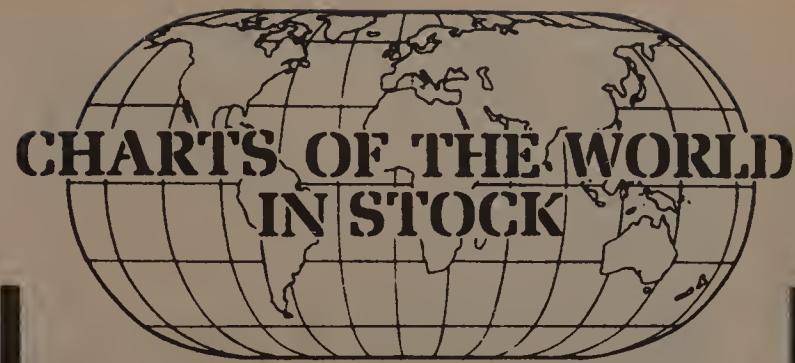
May 5 — Day Sailor fleet 4 race at Palo Alto YC. RC Chairman Tryg Ager 856-1318; Fleet Sec. Russell Breed 574-2251.

Spring Series — Ballena Bay YC — 4/6, 4/20, 523-5438; Island YC — 4/26, 5/10, 5/31; 6/14, 6/28; Encinal YC — 5/3, 5/17, 6/7, 6/21, 7/12, 523-0293 or 522-3272. Spinnaker YC — 4/6, 4/20, 5/4, 6/15-16. (415)351-8583 or (415)972-4826.

Summer Series — Ballena Bay YC — Series 1 — 5/10, 5/24, 6/7, 6/21, 7/12; BBYC Series 2 — 7/26, 8/9, 9/6, 9/20, 523-5438(H) or 869-2780(W); Encinal YC — 8/2, 8/16, 9/6 9/20, 523-0293 or 522-3272; Berkeley YC/Cal Sailing Club — Every Friday from May 3 through end of October, 540-7968 or 939-9885; Sausalito Cruising Club — 5/10, 5/24, 6/7, 6/21, 7/12, 7/26, 8/9, 8/16, 332-3380; Corinthian YC — Every Friday from 5/10 through Labor Day, (707) 585-0742 or 435-4771. Sausalito YC — 4/30, 5/14, 5/28, 6/11, 6/25, 7/30, 8/13, 8/27, 9/10, 9/24, 986-1920 (W) or 474-5769 (H). Golden Gate YC — 5/3, 5/17, 6/7, 6/21, 8/2, 8/16, 8/30, 9/6, 851-3800 (eves) or 346-BOAT; Folkboat Wed. Eve. Series — 5/8, 5/25, 5/29, 6/5, 6/19, 6/26, 8/7, 8/14, 8/21, 8/28, 9/4, 433-3547.

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

Please send your calendar dates **by the 18th of the month** to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but please only one announcement per page!



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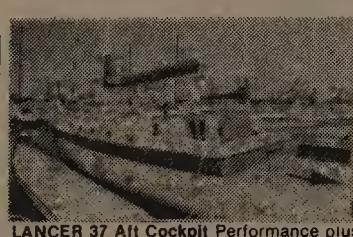
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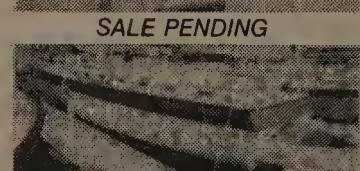


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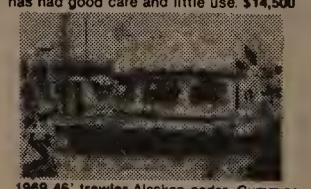
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Now that you know the facts, it's time you came down to see for yourself. The J/35, along with the J/29, J/27 and the J/22 will be on display at the San Francisco Bay In-The-Water Boat Show, April 17-21 at Mariner Square in Alameda.

J.
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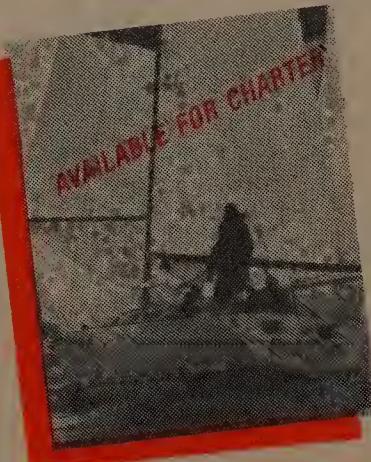
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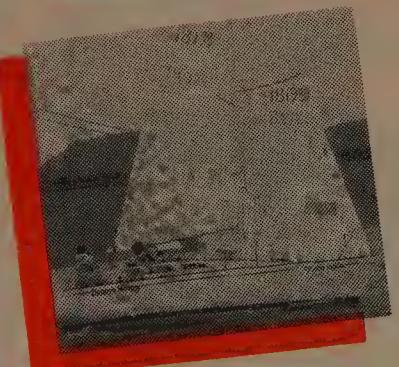
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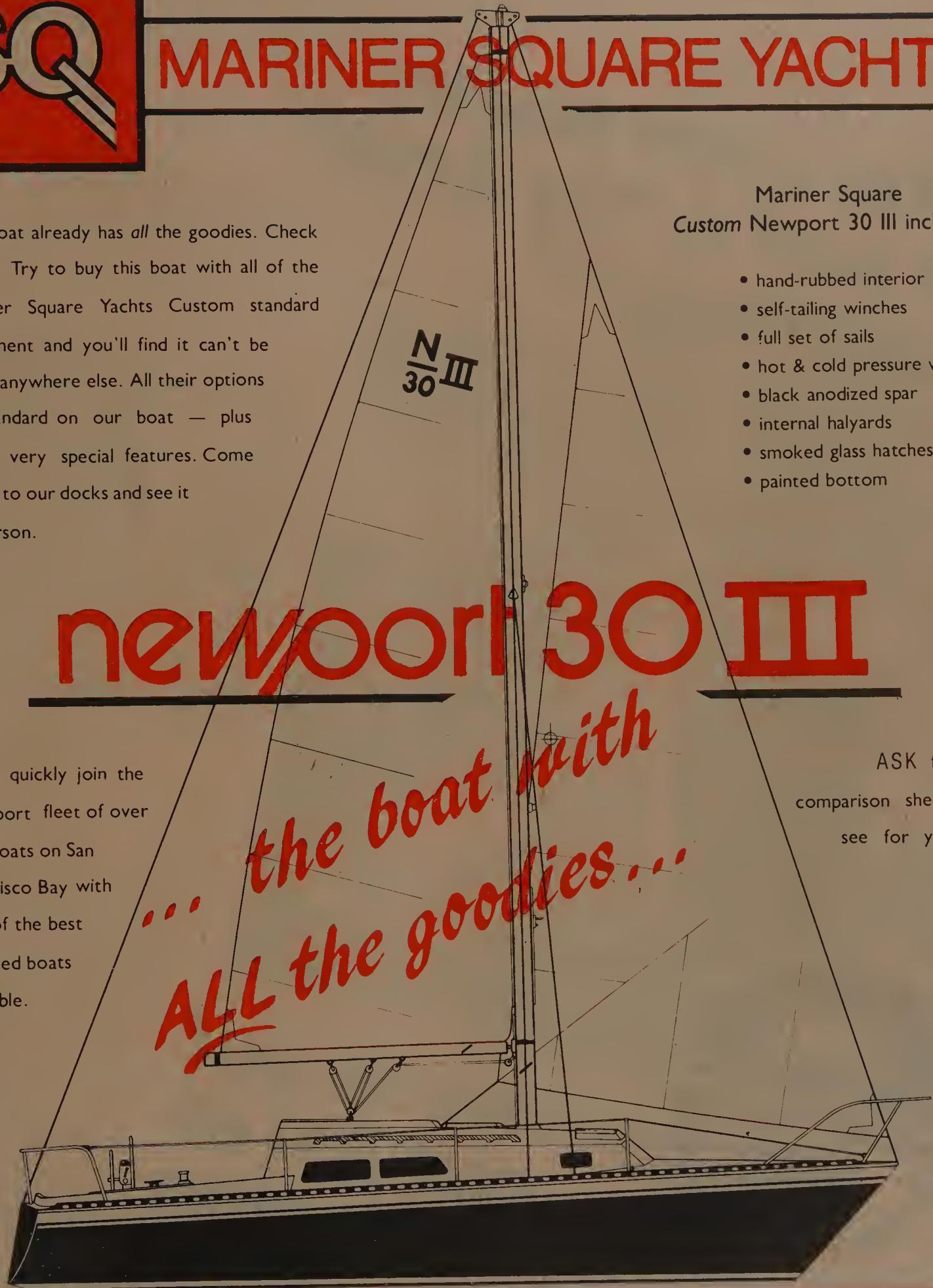
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J-24	"FRICK 'N' FRACK"	Larry Telford
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LETTERS

□ MORE THAN JUST RBOC

It is very good to let the boaters know that they are being legislatively protected by RBOC. However, I thought you may want to recognize the many other organizations that promote and protect boating in California. I have enclosed a few of the bills the NCMA directly considered and/or acted upon in the 1983-84 congressional session, as well as a preliminary report on the bills that came up in our committee meeting on January 23rd. There were 23 items on our agenda, all pertaining to legislative matters. NCMA is authoring a bill to amend the Rees/Levering and Unruh Acts which is being carried by freshman Senator Morgan from Redwood City. AB 3881, a 1984 bill, was also authored by NCMA and passed both houses without a single dissenting vote.

You may also be interested in knowing that there is a group in California called the Marine Associations Council of California (MACC) which is an informal discussion group that meets on a quarterly basis. RBOC is a respected member along with fourteen other marine related groups (NCMA, SCMA, MRA, CYBA, CMPHA & NBF to name a few). All are represented at these meetings as a way of keeping each other informed and exchanging ideas and concerns related to legislation in California and on the federal level. I have testified before Congress in Washington, D.C. more than once on behalf of NCMA, SCMA and MRA. You can see that there are quite a few marine "protectors" in our great state, all doing an excellent job and deserving kudos for their diligent efforts.

A deserved pat on the back to you for your excellent article on Kesterson Reservoir. I'm glad the names I gave you proved informative. That is a major concern to all of us and the gravity of the problem should not be minimized.

Claire M. DaRe
Legislative Director
Northern California Marine Association

Claire — We had no idea there were so many marine "protectors". Thank you for bringing them to our attention — and thank you for the time and effort you put in on behalf of those of us out sailing.

□ JUST EIGHTEEN

I'm new to your magazine, but from what I've been told and from reading this month's issue, I can tell it's for me.

My friend and I are eighteen and love sailing. We came upon a 19-ft Flying Dutchman with a trailer for a fairly low price. But we can't scrape the money together fast enough to buy it. So, we were wondering if anybody out there was just off the wall enough to help start two teenagers out in racing.

At first I laughed at the idea, but then I started thinking about it. I figured that since I've paid for other peoples' tolls across the Bay Bridge just for the fun of it, why shouldn't there be someone out there who would donate a small amount of money to us on a whim?

The clincher came when I read Letters. You said it yourself, "It's almost impossible to get out of line in *Latitude 38*." So I wrote this letter and we'll see what happens.

Send checks to:

Ken Miller
2528 River Road
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Ken — We'll see what happens indeed!

While we've certainly heard stranger ideas from eighteen year olds, may we suggest the purchase of a boat — especially a racing

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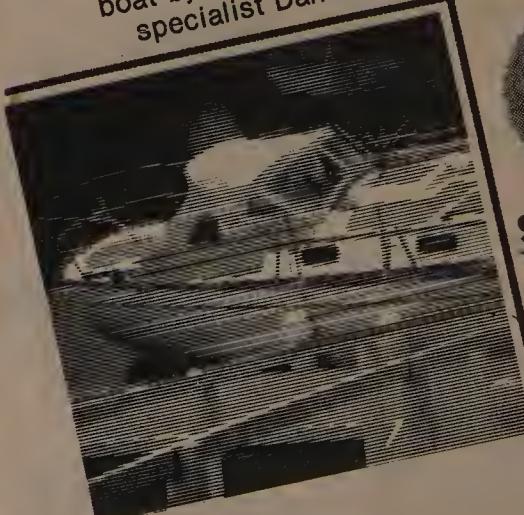
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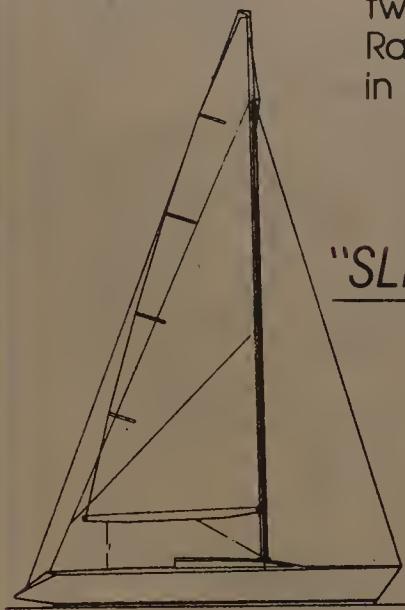
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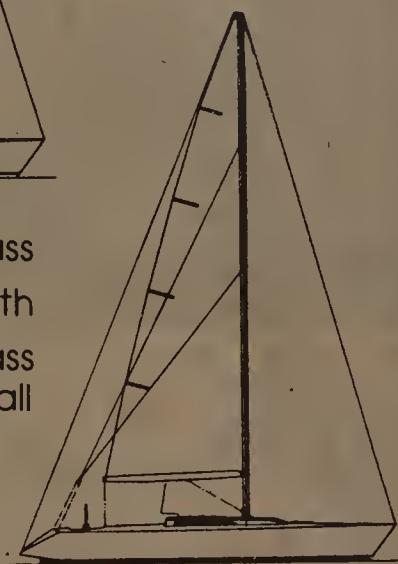
QUESTION:

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3rd overall
- 1985 Cabo San Lucas: 1st in class
- 1984 Winner: San Diego
Yacht of the Year

ANSWER:

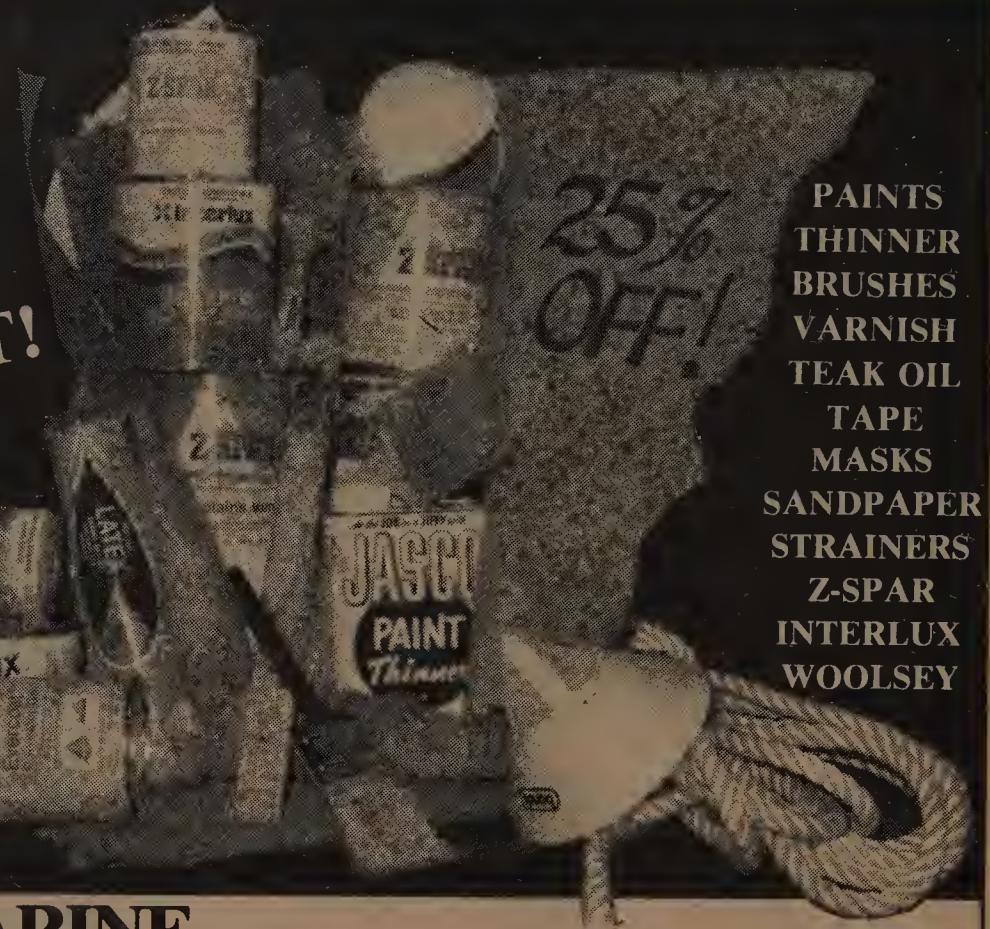
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LETTERS

boat — is just the beginning of the expenses. We think you'd be better off crewing on other peoples' boats before sinking all your money into a Flying Dutchman. The more experience you have, the better you'll be equipped to make an intelligent first purchase — or perhaps we should say first reception. Good luck with whatever you decide!

□ PRODUCT RECOMMENDATIONS

Since we're about to buy an Autohelm for our Coronado 25, we would like some advice. We are considering a Plastimo AT50, and we've heard there are some problems with the product. Do any Bay sailors have one? Does anyone have any firsthand knowledge of the product? Is there any Autohelm advice out there? We would sure appreciate it if you could help us invest wisely.

L. Anderson
El Cerrito

L. — We believe you're looking to buy an "autopilot", not necessarily an "Autohelm", which is a particular brand of autopilot. Be that as it may, we don't have any personal experience with the Plastimo product and are unable to make any recommendations. But a word of caution: when somebody tells you they've had "some problems" with a product, find out the complete details, because too often the problem is with the installation or operation rather than the product itself.

□ BUSINESS RUN-OFF

Here's our check for \$15 to keep another year of your magazine coming to us. We look forward to every issue and are never bored by what we read.

We are starting to wonder about liveabards and how the pollution powers-that-be see the whole picture. So far in Boston the pollution focus seems to be on shoreside industrial and business run-off. Properly so. By sheer volume the sewage outfall from the financial district of Boston each day exceeds the total contribution of all the boaters in the Massachusetts Bay area.

A note of interest, there are no pump out facilities for boaters anywhere in Boston Harbor. And yes, we do go at least three miles offshore to pump out. Let's hope they leave us alone.

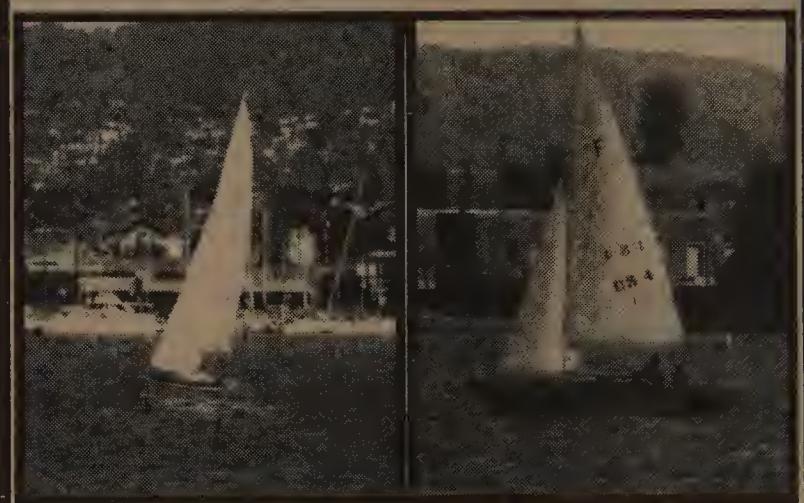
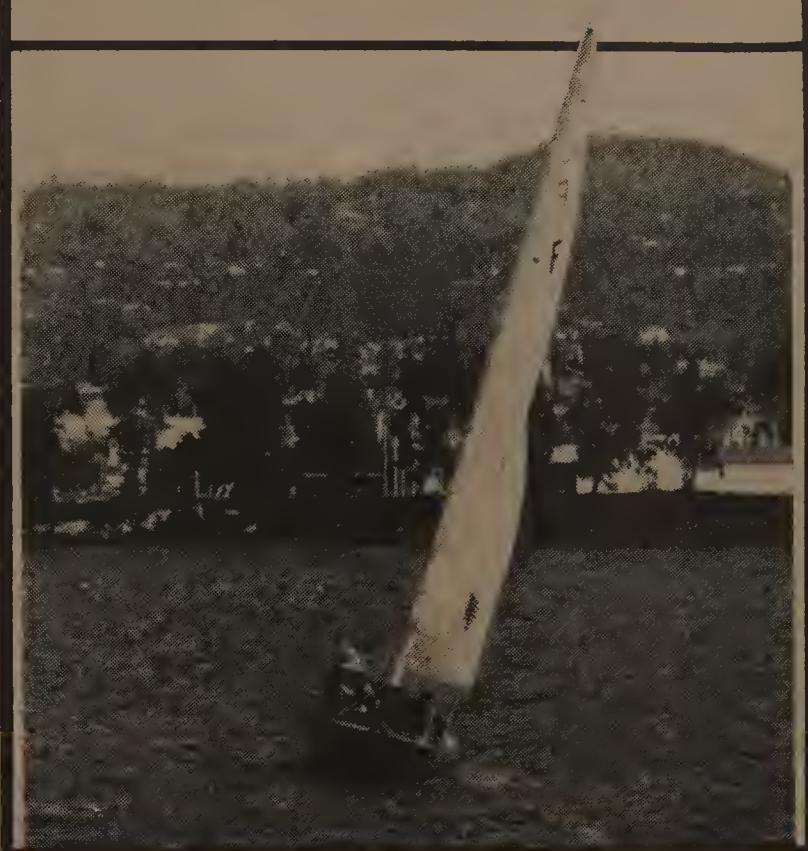
Laurie Manfredi
Watertown, Mass

Laurie — Out here in California we have an unspoken doctrine we call "inverse importance". It means, for example, that killing another person is a minor matter, while blocking a neighbor's view with a tree is a high crime. Similarly, if cities like San Francisco, San Jose and Santa Rosa want to pump millions upon millions of gallons of raw sewage into our bays and rivers, little is done. But if you're talking about the relative two poops and a pee produced by people living or working on boats, the government and politicians all start the studies, the public hearings, the posturing, the legislating — all the stuff they don't seem to do with the chronic big polluters.

□ ANTICIPATE THE MOTION

I thought you wrote a good answer to last month's question about acupressure wristbands for seasickness and their local availability. I would like to add a few more comments to the seasick issue.

Seasickness can be a serious problem in heavy weather to the point of incapacitating vital crew members. Seasickness is caused by a sustained conflict of sensory input into the central nervous system. The motion of a boat will disturb usual anticipated changes in body orientation, balance, and movement and trigger areas in the brain



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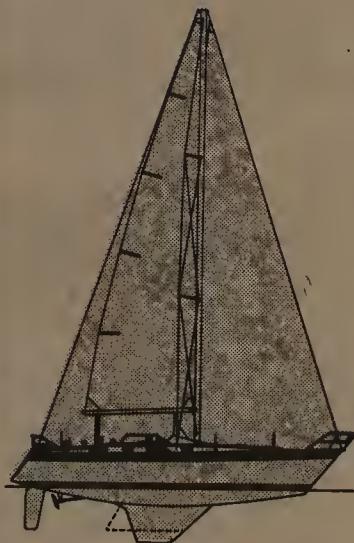
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L.O.A. . . . 39'7½"

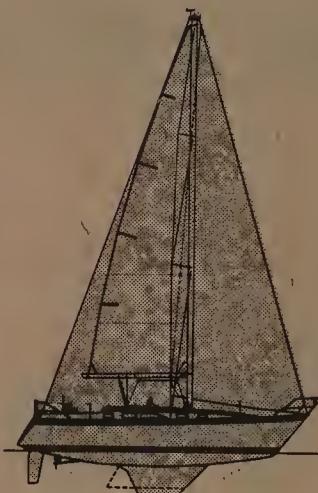
Draft . . . deep 6'6"

Ballast . . . deep 7,900 lbs

Sail Area . . . 787 sq ft

Sailaway: \$90,600

Includes: Roller furling headsail; CNG 3 burner/oven; AM/FM stereo; refrigerator; epoxy paint; anti-fouling bottom paint; VHF radio; cruise pac*.



HUNTER 34

L.O.A. . . . 34'5"

Draft . . . deep 5'6"

Ballast . . . deep 5,000 lbs

Sail Area . . . 557 sq ft

Sailaway: \$53,610

Includes: H&C pressure water; oven; s.t. winches; internal halyards; epoxy paint; anti-fouling paint; VHF; s.t. winches; cruise pac*.



HUNTER 31

L.O.A. . . . 31'4"

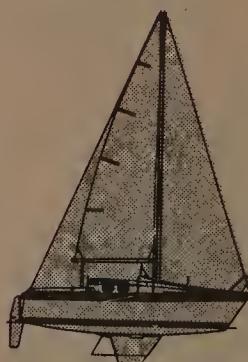
Draft . . . deep 5'6"

Ballast . . . deep 4,000 lbs

Sail Area . . . 458 sq ft

Sailaway: \$43,460

Includes: Internal halyards; shore power; VHF; wheel; H&C pressure water; epoxy paint; anti-fouling paint; cruise pac*.



HUNTER 25.5

L.O.A. . . . 25'7"

Draft . . . deep 4'6"

Ballast . . . deep 1,800 lbs

Sail Area . . . 282.5 sq ft

Sailaway: \$24,999

Includes: Inboard diesel; internal halyards; stove; s.t. winches; VHF; epoxy paint; anti-fouling paint; cruise pac*.

Cruise Pac*: anchor; chain; rode; life jackets; fire extinguisher — the works

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Above decks she sports the lines of a winner of races as well as being a most seaworthy yacht for the longest of sea voyages in comfort and reliability. She's graced with a large sail area and comes complete with the B&R patented rigging (No. 3862613), dacron sails, large self-tailing two-speed sheet winches, complete roller furling, inboard

recessed genoa tracks with cars, two-speed self-tailing halyard winches, two triple line organizers, reefing/outhaul mast winch, (self-tailing), aluminum mast and boom and a windex.

The cock-pit is T-shaped, complete with pedestal steering, a lighted compass, pedestal guard, brake and fold down table. The helm has a large stainless steel wheel to give you ease of handling in rough seas. She comes complete with double lifelines, stainless steel bow pulpit, stern rail, fender rack and a fold down swim ladder for those lazy summer afternoon swims in your favorite lagoon. There's also teak handrails, on-deck anchor well, cockpit sea lockers and a molded-in non-skid deck for extra safety. The new Hunter 40 is ready for any adventure you may have in mind, she'll take you across the Bay or around the world in style, grace and performance only available in a Hunter designed boat.

HUNTER 23 25.5 28.5 31 34 37 40 45

SELECT BROKERAGE

20' WINDROSE & trailer.....	\$5,400
22' MacGREGOR, 7.5 Honda, trailer, sharpl.....	6,950
22' COLUMBIA, very clean, a good starter.....	5,500
22' CHRYSLER, '77, hardly used, needs TLC.....	5,900
24' SEA HORSE yawl, plywood, nice.....	6,000
25' CORONADO, fixer-upper, popular on Bay.....	6,500
26' BALBOA, choose from two, both fixed keels.....	12,900 & up
26' PEARSON, very nice.....	reduced to 11,500
27' BALBOA, 8.2 Evinrude 9.9.....	18,500
27' ISLANDER, new listing, inboard.....	17,500
26' COLUMBIA, very clean.....	12,950
27' CATALINA, gas inboard.....	17,900
27' MORGAN, '74, 4 sails, 3 yr old diesel.....	20,250
27' ERICSON, '73, inboard, 4 sails.....	26,500
28' COLUMBIA, very nice.....	18,500
28' O'DAY, '79, lifelines, pulpits, BARGAIN.....	23,500
30' COLUMBIA, pedestal.....	27,000

30' S-2, center cockpit.....	43,950
30' ISLANDER, '84, bristol, creative financing.....	55,000
30' ISLANDER MKIII, '73, pedestal, gas.....	23,500
30' ISLANDER BAHAMA, '79, pedestal, diesel.....	37,500
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LETTERS

such as the vomiting center. Getting sea legs is learning to anticipate the motion of the boat; seasickness then abates.

There are numerous medicines that block or depress the links between the senses and the brain. But because they work on the nervous system, they have side effects. So what can sailors do, instead of or in addition to, taking pills?

First, learn to recognize early symptoms of seasickness such as yawning, drowsiness, sweating, and stomach awareness so that steps can be taken to limit the sensory conflict.

Dress warmly on deck and try to stay either midship or aft, where the motion is less severe. Station yourself to windward where you can see oncoming waves and the horizon. Look at other boats, and stay busy at the helm or trimming sails. Minimize the time you spend below, where your vision is limited to your motion within the cabin. If you must work below, stand in the hatch or next to a window every few minutes where you can see the horizon. Avoid alcohol the night before you sail.

Anyone who is ill should wear a safety harness since weakness and confusion can accompany seasickness, increasing the chance of falling overboard. Persons who are severely ill, however, will need to go below, take an anti-vomiting suppository, and try to sleep. Sleep face up with a bucket nearby. Sip fluids such as broth or Gatorade in small amounts to avoid dehydration.

Anti-motion drugs can be useful weapons against seasickness. But they won't always totally prevent it, and some can't tolerate the side effects or just prefer more "holistic" methods such as the acupressure wristbands. In summary, a combination of methods is probably the best medicine. Using more than one drug at a time can be hazardous though, and is not recommended.

Elaine Buxton
Mill Valley

Elaine — At the first sign of conflict between our sensory input and central nervous system, we always grab the wheel and drive. It really does seem to help. The only problem arises when the rest of the crew feels sick also; you just can't drive with six people hanging onto the helm.

SEA SICK NO MORE

Letters has recently contained a couple of inquiries about sea sickness medication.

These people are urged to run, not walk, to the nearest bookstore or library and obtain a copy of *Dr. Cohen's Healthy Sailor Book* by, you guessed it, Michael Martin Cohen, M.D. The book was published by International Marine Publishing Co. in 1983.

It will surprise, delight, inform and help. Don't leave home without it!

P.S. Knots per hour? That's how fast my sainted grandmother knit the captain's watch cap, sweaters and sox.

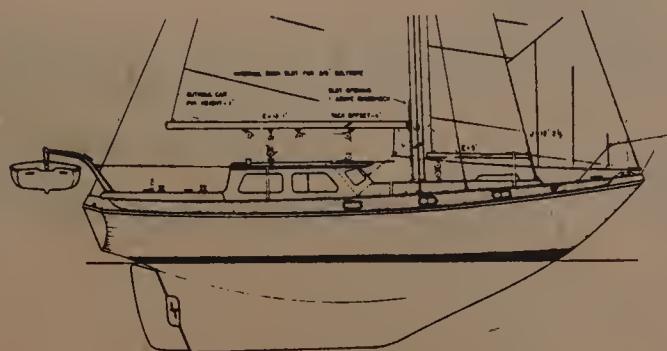
Jocelyn Nash
Richmond

BOTTLE TALK

Since I've always had a premonition that I'm the long-lost descendant of Anastasia, and therefore the rightful heir to unclaimed Russian rubles, I was sure the message-in-the-bottle was an omen to help prove my identity. Even if it was found in the Delta back in July of last year.

My husband and I retrieved the wine bottle while dinghying around the second bedroom at Potato Slough. The cork was in pret-

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22' Catalina, '77, good condition, pop top, 3 sails, o.b.	5,400
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23' San Juan, '77. Sea of Cortez vet. Immac. Trlr, 3 sails, o.b., more.	11,500
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24' Neptune. Trailer, 3 sails, VHF depth, new condition.	16,000
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25' Catalina. New in stock.	
27' Catalina o.b. Needs TLC, VHF, knot, log.	14,500
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30' Pacific High. Must see. ULDB prototype.	29,000
32' Clipper, '76. Center cockpit, ketch, whl, dsl. Roomy temp. slip S.C.	16,000
32' Gulf. New in stock.	
33' Ranger. Spin gear, VHF, depth, knot, light blue hull.	42,000
38' Catalina. Race equipt. A late model boat with too much gear to list.	66,500



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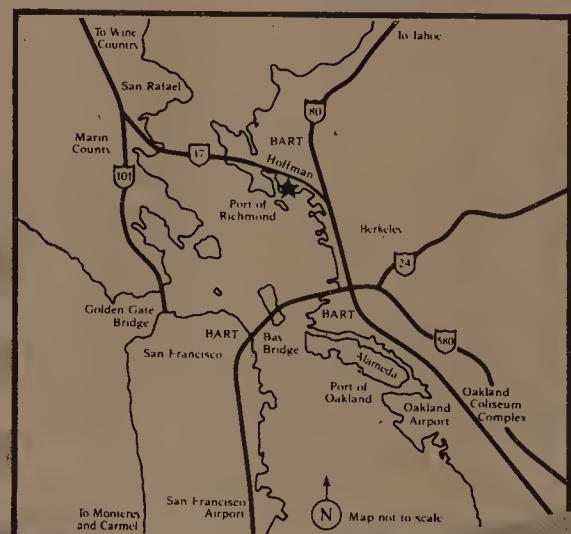
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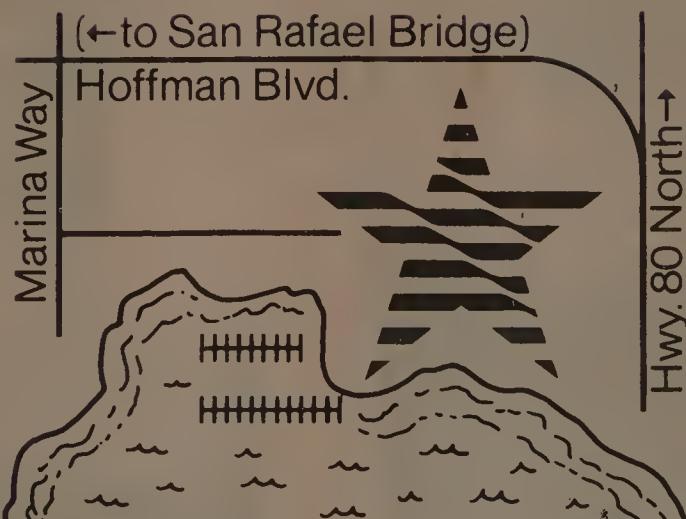


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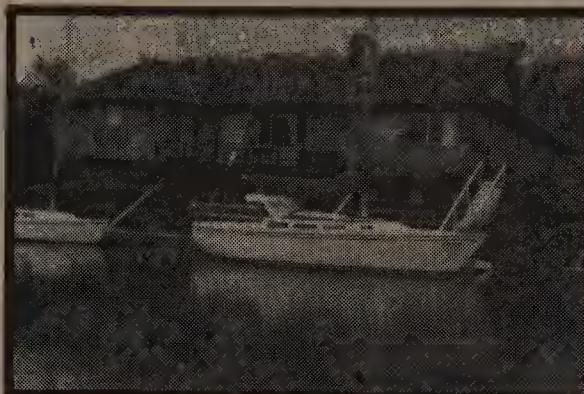
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LETTERS

ty tight, so we headed back to our boat for a corkscrew. My imagination was running wild — "Stroke, faster, faster," I demanded.

The paper in the bottle was bone dry, which meant the road to riches wouldn't be hampered by runny ink. It read, "Time 7:11 PM — '84. Had dinner in Potato Slough, and we are lost, and the anchor won't hold. What should we do???"

After my initial disappointment, I decided the writer must be an OK person, judging from his taste in wine, a Beringer Grey Riesling. So whoever you are, keep on drinking and partying, but next time slip in a ruble or two to keep my dream alive.

Lynne Orloff-Jones
Gambit, Vallejo Yacht Club

Lynn — That reminds us of the time we did a message-in-the-bottle number during a drinking spree in the Delta. Our bottle and message were found in the cockpit of a nearby Cal 34 — where they had landed on the fly.

□ BOTTLES ON AN OCEAN

We had an incident similar to the "long distance bottle" that was mentioned in the February issue. We had left Cocos Island on May 27, 1979 on the San Francisco-based vessel *Toloa* for a voyage to the Marquesas. Upon crossing the equator at 119°26'W, we launched a bottle. It was our last California wine and it had been consumed at our equator crossing party.

The bottle was found by the young son of a lighthouse keeper at Thursday Island in the Torres Strait — approximately 10S 140E. According to my calculator, the bottle drifted nearly 6,000 miles in two years. It was found in May of 1981.

The note in the bottle was returned to me in order to claim the \$10 reward I had offered.

Toloa is currently anchored in Pago Pago harbor, where I have a small electronics company that services the tuna fleet. We will sail to Tonga in May, then Wallis and Fiji. I'm still looking for crew, and hope my \$1 made it in time for the Crew List.

Jim Plowman
Ketch *Toloa*

Jim — Your \$1 made it in time.

□ COMPUTER-FAX

I wrote last month advising you and Lee Helm of some of the bugs I encountered in the program she supplied to determine compass bearings. Thanks for printing the corrections.

With no evil intent, I purposefully baited Lee with the question of using a personal computer to receive weather facsimile charts. Well, there is a way and it costs very, very little.

I received the names of two gentlemen, who have apparently written the software to receive, display and print weatherfax charts, from Jim Henderson of the National Weather Service in Redwood City. These gentlemen sent me a copy of the program and documentation on how to use it. Unbelievably, the software is in the public domain and therefore free and available to anyone with the desire to try it, providing they have a Radio Shack 64 K Extended BASIC Color Computer (\$219 as of 1 March '85) and a general coverage shortwave receiver! The bulk of the software is written in machine code and takes advantage of the fact the Color Computer has an Analog-to-Digital converter built-in.

Enclosed is a xerox copy of the BASIC and machine language program listings and the documentation.

If this "scoop" qualifies, how 'bout a medium size T-shirt? Thanks!

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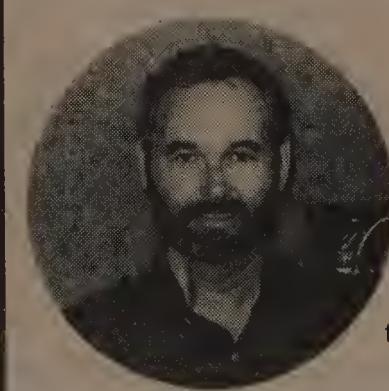
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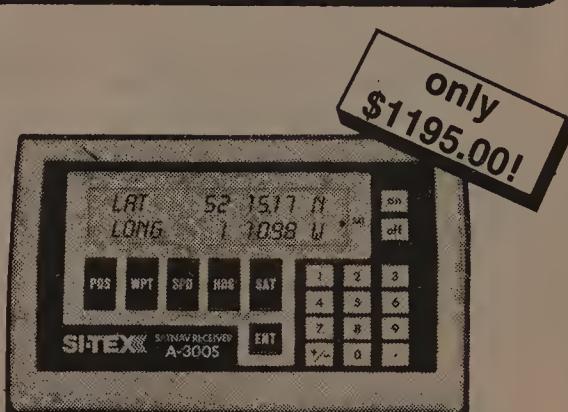
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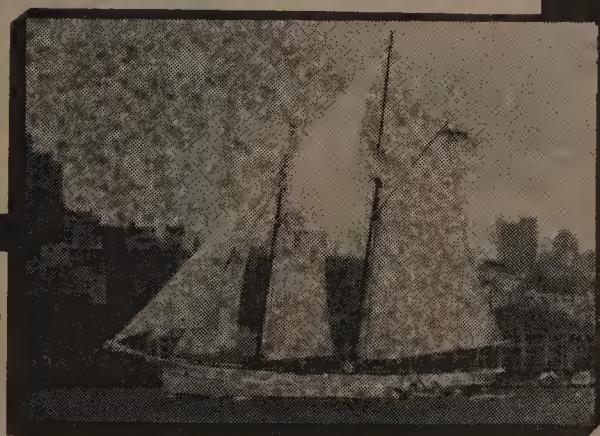
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LETTERS

Rich Tate
Oceaneer
San Jose

Rich — Your T-shirt is on the way. We're impressed, the xerox copies of facsimiles look pretty darn good.

Update: Mike Chambreau of Los Altos wrote to say that the February 1985 issue of Rainbow Magazine (page 42) explains how to do the weatherfax processing with a Radio Shack color computer.

RACERS VS. CRUISERS AT TENACATITA

Aside from the threat received earlier today that I might be in line for a shotgun blast to the head, we've really enjoyed our cruising life since we left the States. My wife Jodee and I left the Seattle area in August of '83 in our Freedom 44 (hull #1) to sail Baja, the South Pacific, and beyond. We've thoroughly enjoyed our year-plus in Mexico: the picturesque anchorages, the friendly locals, and the cruising camaraderie we've found everywhere. Next month it's onto the South Pacific with its myriad tales to be told and experiences attained.

But harking back to threats to body (boat and soul?), it's unfortunate there seems to be a loser in almost every crowd. We've been anchored for several days in Bahia Tenacatita (a lovely spot approximately 25 miles up the coast from Manzanillo), and while we were ashore yesterday, the 85 MEXORC fleet flew in and anchored amongst us cruisers. Now Tenacatita is a huge bay easily capable of handling hundreds of boats if necessary. However, the most protected spot is tucked up in one small corner of the bay. When we returned to our boat after darkness had set in, we discovered that *Wolfpack*, a MEXORC Racer (registered in Tortola, BVI, but apparently owned and raced by a San Franciscan) was lazily drifting at anchor within ten to twenty feet of us. Worse yet, their boat sat unattended all night tethered to approximately 10 feet of chain and probably 50-70 feet of nylon line. While this expensive vacant torpedo sailed on nylon anchor line to within five feet of us at various times throughout the night, I spent a sleepless anchor watch wondering when we would collide. As it turned out, we never hit. Given the "shotgun threat" from a member of their crew the next morning, I'm sure glad we didn't.

About ten the next morning, the *Wolfpack* crew were delivered to their boat by a panga. I asked to speak to the skipper; and explained to him that I did not appreciate him leaving his unattended boat anchored so close to us, and that I had to spend the night on anchor watch, and that I considered his anchoring technique poor seamanship.

I was stunned when the skipper just laughed, with his crew following suit. While I watched the crew of *Wolfpack* get ready for the day's race, I tried to calm myself to their apparent insensitivity to the dangers both boats might have suffered had the overnight winds picked up. Their callousness to my sleepless night babysitting their boat was surprising, but maybe there is a mental corollary to the aptly named "deck ape" found aboard some racers.

I was in for an even greater shock when I watched the *Wolfpack* crew prepare a buoy which they apparently intended to use to mark their anchor line (apparently to reserve the same anchoring spot for the next night). To preclude any further misunderstanding, I felt it was time to be more specific. I rowed over to their boat and asked the skipper if he was planning to move his anchor. His reply was "Bug off, I'm tired of you and I don't want to talk to you." I explained again that I had spent a sleepless night protecting his boat as well as mine; that I was in the anchorage first; and that I requested he move his an-

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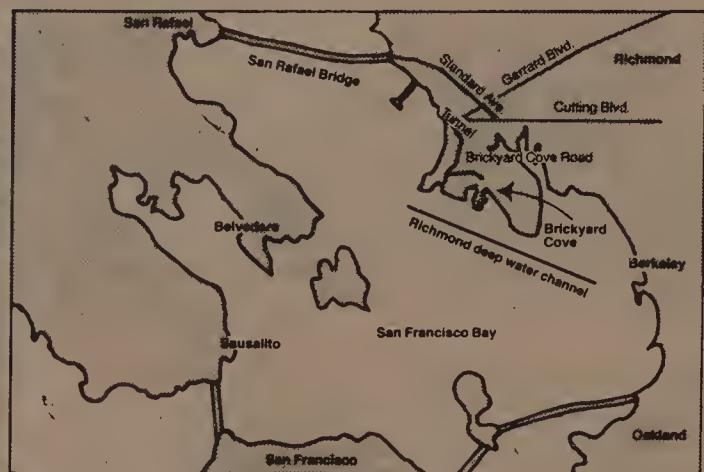
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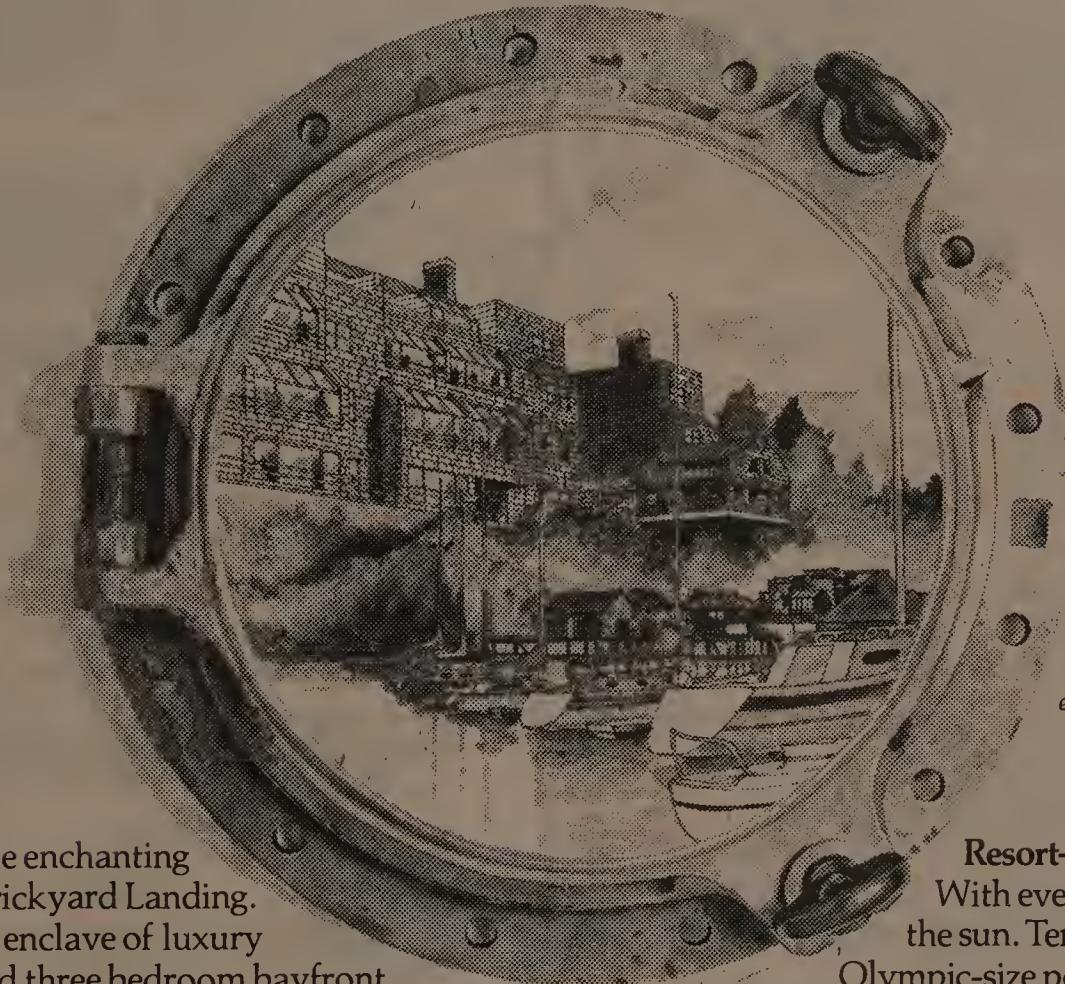
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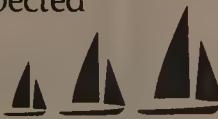
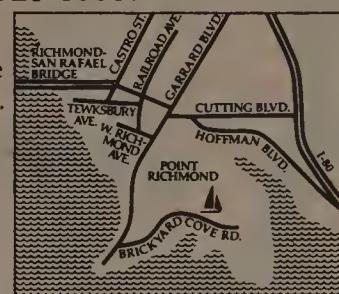
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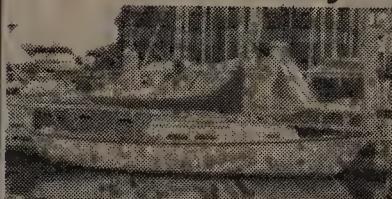
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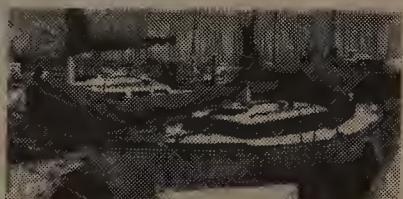
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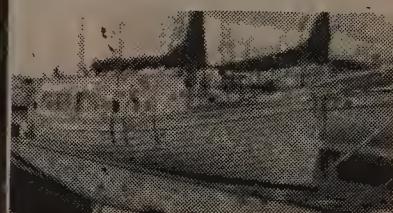
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LETTERS

chor. A punk-rock coiffured deck ape then stated they would moor their buoy any place they damn well wanted. Not surprisingly, my dander was up by then and I asked how he would feel if I were to remove their buoy to protect my anchoring rights. The mouthy above mentioned deck ape was certainly being forthright, for he then asked me how I would like a shot-gun blast at my head. Polite he wasn't; descriptive he was. Now I'm 6'2", weigh 185 lbs., and am in reasonable cruising shape, but I didn't think the odds on taking on that band of "beautiful people" (either verbally or physically) would be very successful.

We therefore contemplated raising anchor to find more pleasant surroundings, but *Wolfpack* finally did raise anchor and leave (apparently the ten foot distance between us at the time was too close even for them).

As do most cruisers, we have a substantial amount of time, personal labors of love, and money tied up in getting our boat ready for long-term cruising. We don't want to see our travel plans delayed in some remote shipyard getting repairs because of lackadaisical or arrogant anchoring by some uncaring "racer" who gets hot-flashes for buoys and finish lines and then forgets the fundamentals of preserving that very expensive toy once he gets near the next macho water-hole. I know lots of very good racers who are also appalled by the attitudes of some of their clansmen.

My boat wasn't the only disaster, as the lovely cruiser *Toyon* was hit by another of the anchored MEXORC racers. No damage was done in that incident, but the *Toyon* raised anchor before dark and reanchored well away from the "considerate" racers. *Toyon* had been in that anchorage for over a week and had never had any problems with the constantly changing cruising community.

For my part, I hope I never again encounter the arrogance of captain and crew of boats like *Wolfpack* and/or their shotgun threats. I hesitated writing this letter because I went cruising to get away from the rat race, with all its petty aggressiveness and the undesirable attributes that lifestyle seems to bring out in too many people. The serenity, adventure, and diversity I've experienced in the cruising life are just what I expected; getting embroiled in this type of controversy seems in conflict with those cruising ideals.

In discussing this incident with other longtime cruisers, I was surprised to hear numerous tales of similar experiences (sans shotgun threats) others have had with a few (but still too many members) of the racing community. I was strongly urged to speak-up and argue for some sanity in this ongoing attitudinal problem that some racers seem to hold toward the cruising community.

For the life of me I cannot understand how racers and race committees will allow these expensive guided missiles to be left unguided in any anchorage overnight. Admittedly these very expensive racing machines have primitive living quarters below deck, but most anchorages have at least one wind window where strong and/or shifting winds could easily trip those puny racing anchor systems (i.e. little or no chain), creating havoc for those around them.

From my observation of this distasteful incident, I would like to make some recommendations to all overnight or boat "series" race committees: a) either require each boat to have at least one crew member stay aboard overnight in any anchorage shared with other boats or assign at least one person to remain overnight in the anchorage with VHF 24 hr. contact capabilities with fleet members staying overnight in hotels, etc.; (b) require each racing boat to not only carry stern anchors but have them on-deck while on overnight anchorage. (*Wolfpack* was anchored nearest the beach and possibly could have set a stern anchor toward shore and not bothered other single-anchor boats.)

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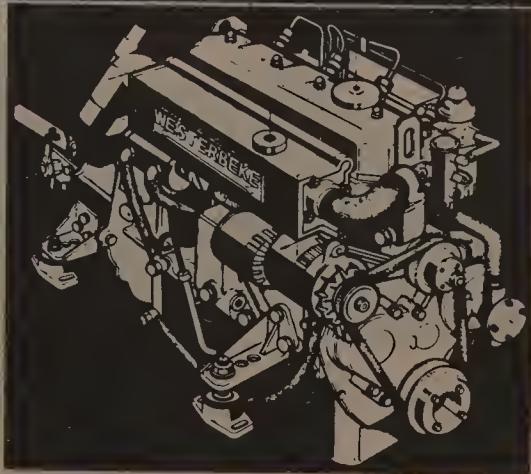
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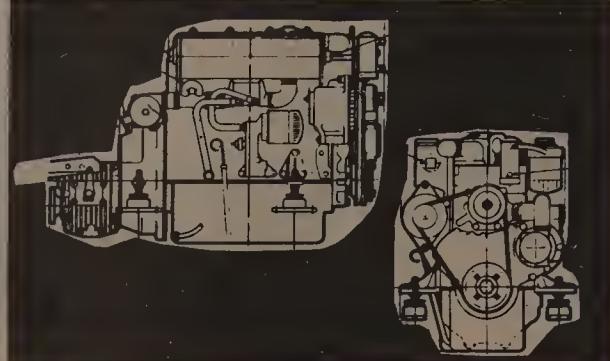
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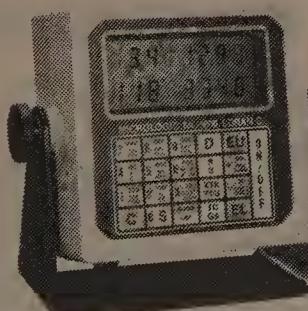
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LETTERS

I totally sympathize with the racer's desire to stay ultralight; but God didn't create anchorages solely for these speed-demons. We more laid back types also enjoy these places, and if we're there before you it's your responsibility to anchor an intelligent distance from us. And if we get a mite piqued because we had to babysit your boat all night as it rocked 10 feet astern on puny line tackle — please don't allow your punk-rockers, rebellious type crew to respond by threatening to shoot us. To us cruisers that's not what we'd like to hear after an all night vigil. And you never know if your boat doesn't produce victories, those punk-rockers might just keelhaul you during their next rebellion. And I'm not sure that I wouldn't rather be shot at from close range (like the 10 feet from his bow to my stern) than being keelhauled while surfing at 15 under billowing spinnaker.

Roger B. Midura
Freedom

□LELAND WOLF'S RESPONSE TO MR. MIDURA:

I was very interested in reading the letter addressed to you from Roger Midura, cruising on Freedom in Mexico.

The *Wolfpack* crew is composed of experienced, polite and very dedicated sailors who have collectively anchored in thousands of bays and harbors throughout the world. At Tenacatita Bay we were instructed by the race committee on the area of anchorage. We set our large Danforth securely in sand using 20 feet of chain and 95 feet of kevlar line, scoping out an area to clear all boats by at least 15 feet on a possible reverse circle. The part of the bay in which we were anchored was free of tide and was very sheltered with almost no wind action. All of the MEXORC racers were anchored with us on the same set up.

Our only encounter with Roger Midura was the next morning while we were preparing to depart for the race from Tenacatita to Manzanillo.

We noticed Roger rowing to each MEXORC boat around us. He was being very loud and verbal about race boats anchoring next to his cruising boat and proceeded to get into very heated arguments with each of the MEXORC crews. I briefed my crew, telling them that when he got to us we would politely ignore him and not get into his battle. Roger proceeded to try and provoke us in the same way as he had done the MEXORC boats. I explained to him that it was not necessary to argue about what didn't happen. Roger then proceeded to get abusive and he got his rubber boat between us and our anchor. I finally told him to bug off and to go away, that I didn't find it necessary to talk any further with him.

The "deck ape" that Mr. Midura referred to is mild mannered international sailor, Cliff Stagg. He is doing a fantastic job being in charge of our sailing effort. After trying to remove Mr. Midura and his rubber boat from between us and our anchor, doing it as nicely as possible, exasperation set in. The correct quote was "Do you know what a flare gun would do to the side of your boat?" Upon hearing this Mr. Midura promptly rowed away.

It seems that every so often some Adam Henry wants to start a war between the racers and the cruisers. It's too bad we can't all enjoy the beautiful harbors together. It is my hope that we can. Please stamp out all those Adam Henrys — who needs them?

In a more positive note, *Wolfpack* enjoyed the MEXORC Series. We finished with the first and three thirds, ending up third in class behind *Crazy Horse* (the old *Brook Ann*) and *Checkmate* — not bad company. We recommend this series to anyone from the states. We raced from resort to resort with very accommodating hosts, good beach parties, and great competitive boats. What more can a sailor



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Karen Welsiger
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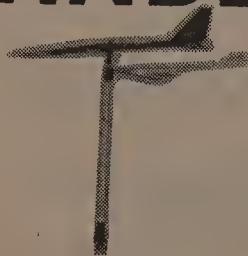
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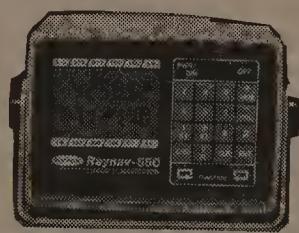
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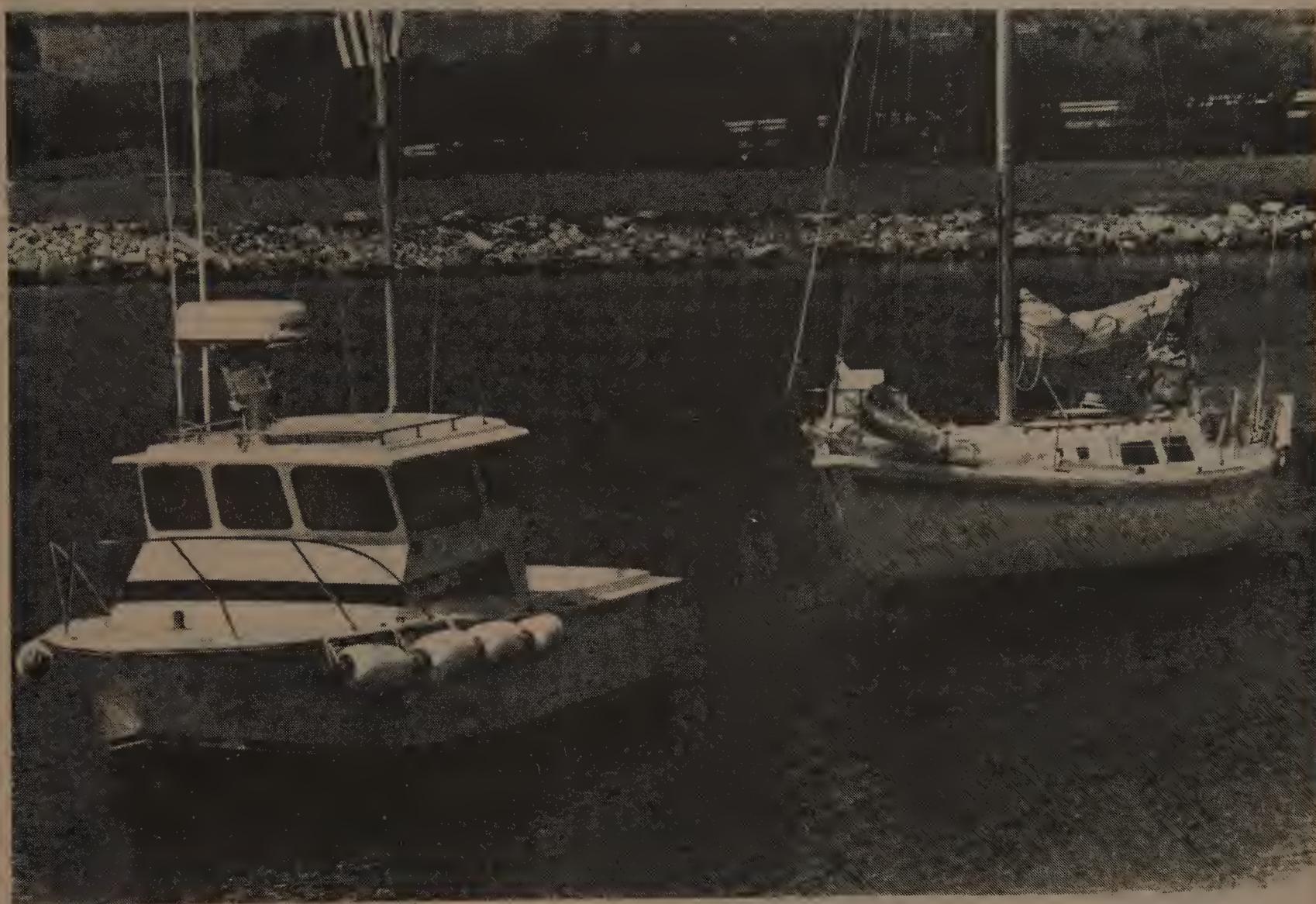
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Page 77

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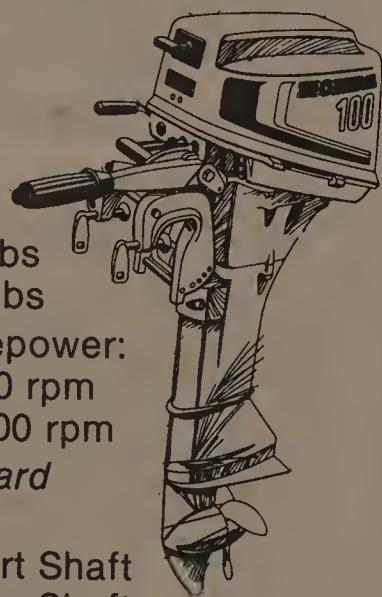
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LETTERS

ask!

Leland A. Wolf
Foster City

□ CALLING A.P. LIND

I own a Challenger 32 sloop and plan to modify the rig and add exterior ballast. I would like to trace the naval architect who designed my boat, a Mr. A. P. Lind. If you or any of your readers have any suggestions they would be most welcome.

Jim Wiseman
Lafayette

Jim — We'll see if any of our readers know how to track him down.

□ SEEMS INNOCENT ENOUGH

Buyers Beware! It has come to our attention that a number of yacht brokers around the Bay Area have adopted the practice of buying Honda outboards from various sources and then reselling them with new or used boats. This in itself seems innocent enough; however, when third party sales like this occur, the end customer ends up with a new motor but no warranty.

Honda's warranty is null and void unless their products are purchased from an authorized dealer who is under contract to provide parts and service for all products sold. So make sure the dealer you purchase your motor from is authorized to sell that product as well as provide warranty service if needed.

This does not mean that yacht brokers cannot offer their customers the superiority of Honda products, but does mean the yacht broker needs to have a very close relationship with an authorized Honda Dealer who is willing to provide warranty registration and support for that product.

Gene E. O'Riley
Voyager Marine
Alviso

□ DON'T WANT IT TO HAPPEN TO ANYONE ELSE

The Crew List will be published again shortly, and after a lot of soul searching I feel that I must tell what happened last summer.

I was called to crew on a boat in Emeryville, and the owner and his girlfriend seemed like nice people. But on the third sail, after I fixed their roller furling, we sailed to T.I. and anchored. The woman heated some cup-of-soup and made cocktails. After 1½ drinks I could not stand up or speak properly. I asked what happened to me? She said she put Quaaludes in my soup.

After they finished with me, I was put in my car. I said I couldn't drive and was told "yes you can". I wound up across my front yard and don't remember half the trip home. I don't think I killed anyone on the way.

At this point I would like to forget it, but I can't let other sailors be raped by these people. Please print this so it won't happen again to someone else.

I enjoy your magazine and will continue to sail, but I will eat my own food brought from home.

Please don't print my name as the whole thing is an embarrassment.

Sometimes it's hard to tell real sailors from "people with boats" — real sailors wouldn't do this.

Name Withheld by Request
Oakland

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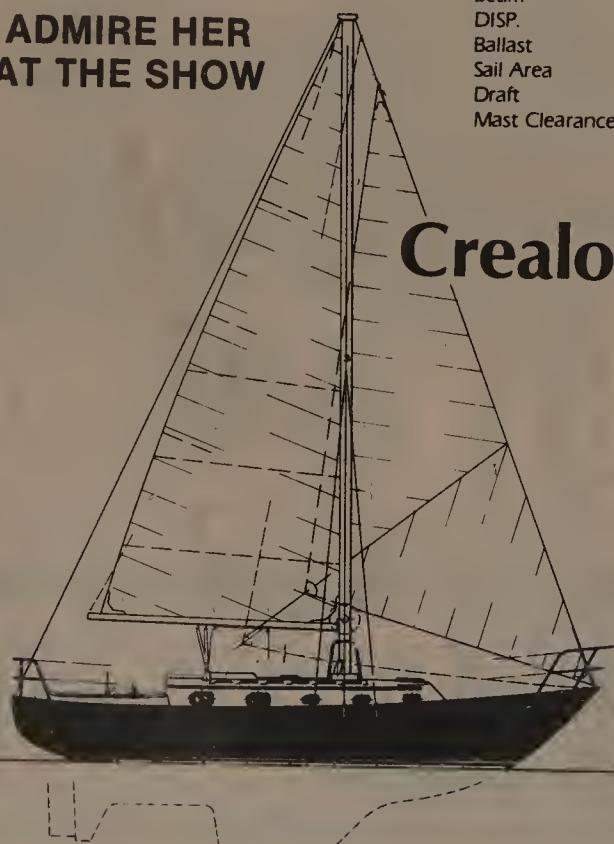
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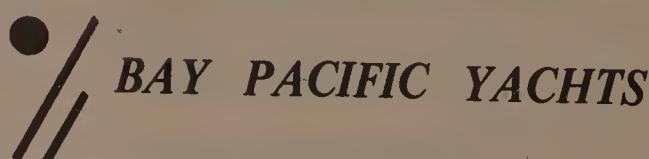


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LOA	34'-1"
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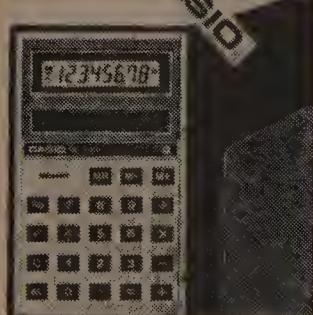
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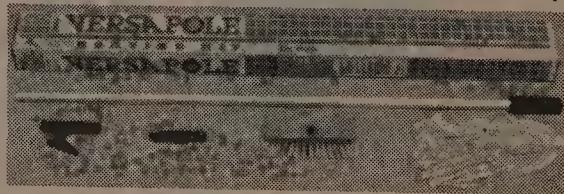


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LETTERS

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We hope that everyone participating in the Crew List advertising features will take this as yet another warning of the possible risks of participating in a public feature such as the Crew List advertising supplements. This is the first time we've heard of such a thing in connection with the Crew List and hope it is the last — but be careful out there. And don't ever let anyone take liberties with your mind or body without your approval.

□ RIDICULOUS CLAIMS

Palo Alto Harbor Association (PAHA) continues its ridiculous claim that the harbor was 48 feet deep 90 years ago (*Loose Lips, Latitude 38*, Feb 1985). My communication of April 23, 1984 to the Palo Alto City Council and to several local newspapers conclusively demonstrated that PAHA had interpreted soundings given in feet as fathoms, thus turning 8 feet into 8 fathoms, or 48 feet. Actually, 8 feet was the deepest sounding to be found on any of the old charts; most of the depths ranged from 4 to 7 feet MLLW. This can be verified at the Map Library at UC Berkeley or with the State Lands Commission.

In Greydon D. Wellman's complaint on behalf of PAHA to the State on July 6, 1984, he too used the 48-foot depth as well as the PAHA theory that the creek emptying into the harbor kept it flushed out. Hydrological studies by City consultants clearly show that this theory has no basis in fact. Simply put, historically San Francisquito Creek acted as a slough to hundreds of acres of sediment-cleansing marshland which accommodated a significant tidal prism. Loss of marsh, principally through filling with dredge spoil, reduced the tidal prism almost sevenfold, leading directly to the present heavy sedimentation. Baywide, at least 85% of the tidal marsh has been lost since 1850.

Wellman's recollection that very little dredging was necessary to keep the harbor open back in 1942 is incorrect. Dredging to deepen the channel started concurrently with the Yacht Harbor in 1928. By 1936, the City had spent \$200,000 for dredging. A 1940 Public Works Bulletin stated, "it has been found necessary to redredge portions of the yacht basin every 2 years to keep the waterways from siltting up". There are dredgings recorded for 1931-1932, 1932, 1936, 1942, etc. By 1953, after 25 years of service and 600,000 cubic yards of dredging, the City's dredge "wore out". It has also been estimated that over \$4.7 million (1984 dollars) of the public's money has been spent on this futile effort.

The complaint also hints darkly that the Council policy "upheld by less than a healthy margin" may have been invalid from the outset. Voters rejected Measure D, a showdown initiative put on the ballot in 1980 by the Yacht Club itself to enroll public support for keeping the harbor open. By voting NO, Palo Altans said they did NOT want to add a policy to the Comprehensive Plan to keep the harbor open, did NOT want dredged spoil as impermeable cover for the sanitary landfill and did NOT want to rescind the policy of one more final dredging.

PAHA's implication that the City is deliberately spending more money than necessary for landfill cover is false. PAHA has consistently failed to demonstrate to Staff's satisfaction that it can provide usable cover on site more cheaply than the current suppliers.

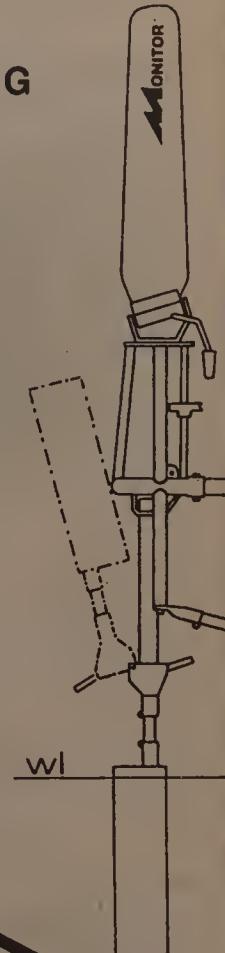
Last May, PAHA's President, John Walker, vigorously objected to

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LETTERS

my reporting that by its own reckoning PAHA was \$30,000 in the red. He wrote in the San Jose Mercury for June 20, "Mr. LaRiviere's assessment of PAHA's financial position is completely wrong and reflects a tendency to reach false conclusions. We are solvent and will be increasingly so over the next year". However, we learn in Loose Lips that PAHA is considerably over its knees in debt.

Walker's contention that the silted-in harbor would be prime land for commercial development is typical of the irresponsible statements and proposals that have poured out from PAHA. All of Palo Alto's Baylands are dedicated park land and strong policies exist to protect continued tidal action where it now exists.

Robert C. Hight, Chief Counsel, State Lands Commission, in a letter dated Jan 3, 1985, responding to Mr. Wellman's complaint, said that his Agency would not attempt to compel Palo Alto to take the steps requested in his complaint because they would not second guess the City's best interest, or the judgment of BCDC. He stated that while recreational boating is a proper public trust use, it is not one which must be maintained when other public trust values will be injured.

There is no phantom political force bent on closing the harbor for commercial profit. The majority of Palo Altans, the BCDC and the State Lands Commission have simply faced up dispassionately to the realities of sedimentation and the excessive public cost of perpetual dredging.

Philip D. LaRiviere
Palo Alto

PAHA president John Walker wasn't surprised at Philip LaRiviere's lengthy letter or its contents. "I've debated this subject for hours in front of the Palo Alto City Council," he says.

Briefly, Walker says the debate over eight feet or eight fathoms is secondary to the fact that Palo Alto was once a working harbor. In fact, hay scows used to come up Mayfield Slough and pick up their cargo for transport up the Bay. City projects such as the golf course, airport and dump have caused the harbor to silt up and such action is against both state and federal law.

Walker adds that much of the dredging the City did in the 1930's and 1940's was to provide fill onshore, not to make a better harbor. Since 1963 the City hasn't paid anything for dredging. PAHA's dredging since 1981 is funded by the organization. PAHA is offering their spoils free to the City for use in the dump.

And finally, Walker says LaRiviere's discussion of PAHA's financial condition is simple obfuscation. "Sure we have a weak cash flow," he admits, "but our assets — the dredging equipment — is great than our liabilities. And what does that have to do with keeping the harbor open?"

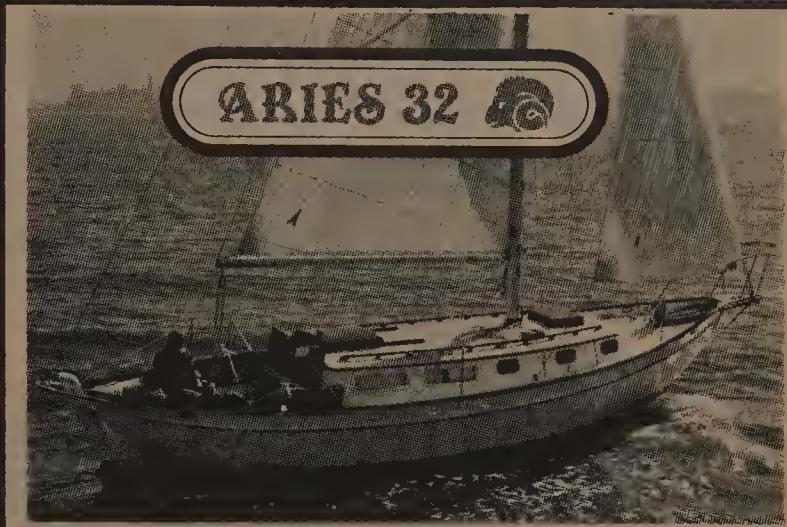
□ A CASE OF MISTAKEN IDENTITY

I read your magazine cover to cover, word by word, every issue. As evidence of the intensity with which I approach your mag, I would like confirmation of the following: the smile on page 171, Volume 92, upper right photo, third person from the left, is the same smile as on page 101, Volume 88, second person from the left.

John Stublings
Kill Devil Hills, North Carolina

John — That's poor evidence, because those smiles belong to different people.

□ THE CONTROVERSY THAT WOULDN'T DIE



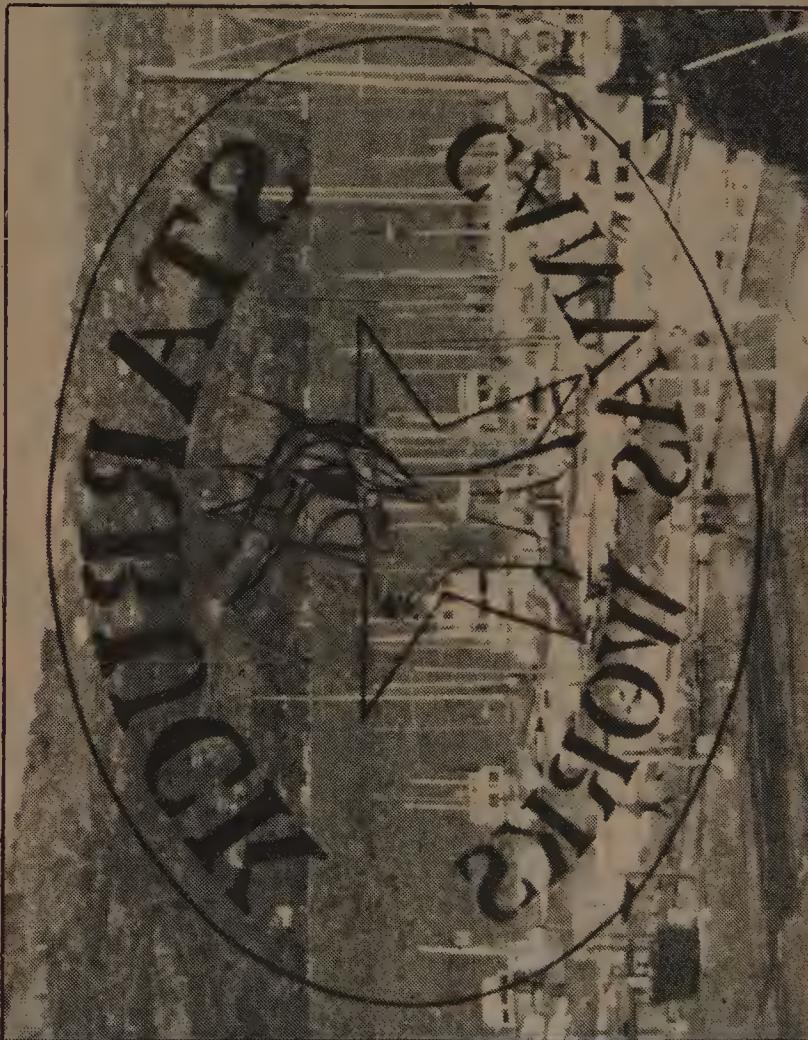
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LETTERS

Re: Knots, acres, etc., I feel the Marquis de Halifax said it best! "A man that should call everything by its right name would hardly pass the streets without being knocked down as a common enemy."

Bill Needham
Danville

□ LIKE MY BOAT BIG AND DRY

In a letter in your December issue, Christopher Barry suggested purchase of a small boat as a way for the beginner to get in on the sailing action on the Bay. But a large part of the enjoyment I derive from sailing comes from being able to share it with family and friends, and I find small boats just too wet with the typical summer winds. If any of your readers, not yet able to buy their own boat, share my odd tastes, I would suggest looking into membership at a sailing club. I'm quite pleased with one in Sausalito that I joined last year. I'm finding it an affordable way to sail and skipper larger boats almost as much as I want.

Your non-owner readers might be interested in your conducting a survey of Bay Area clubs: what they have to offer vs. the cost of membership. I joined my club mainly because their large fleet of boats (30) seemed to be in perfect shape or brand new. I really like trying them all out, and I can rent the size I need depending on how much crew I can muster.

Another big advantage some clubs offer is reciprocal privileges with other clubs. When I wanted to sail out of Marina Del Rey last month, I was treated like an old customer at the large club there.

My club also hosts lots of social and practice-clinic excursions which don't really interest me, but I liked their instruction program. The instructor was excellent. I know they have some top notch skippers, having gone along with them once on a perfect little cruise to Santa Cruz and Carmel. I guess this letter makes me sound rich. I'm not. That trip cost me a fraction of what "Americana" charges. And I always get my crew to chip in for boat rentals. Boatowners can't do that.

My compliments on your excellent mag. To a larger extent than any other, it is of practical value.

Richard Mandel
Novato

Richard — Sailing clubs have really been coming into their own during the last few years. We suspect their success will only breed more success.

In regard to a story on sailing clubs, we're currently in the process of putting just such an article together. It will appear in the next issue.

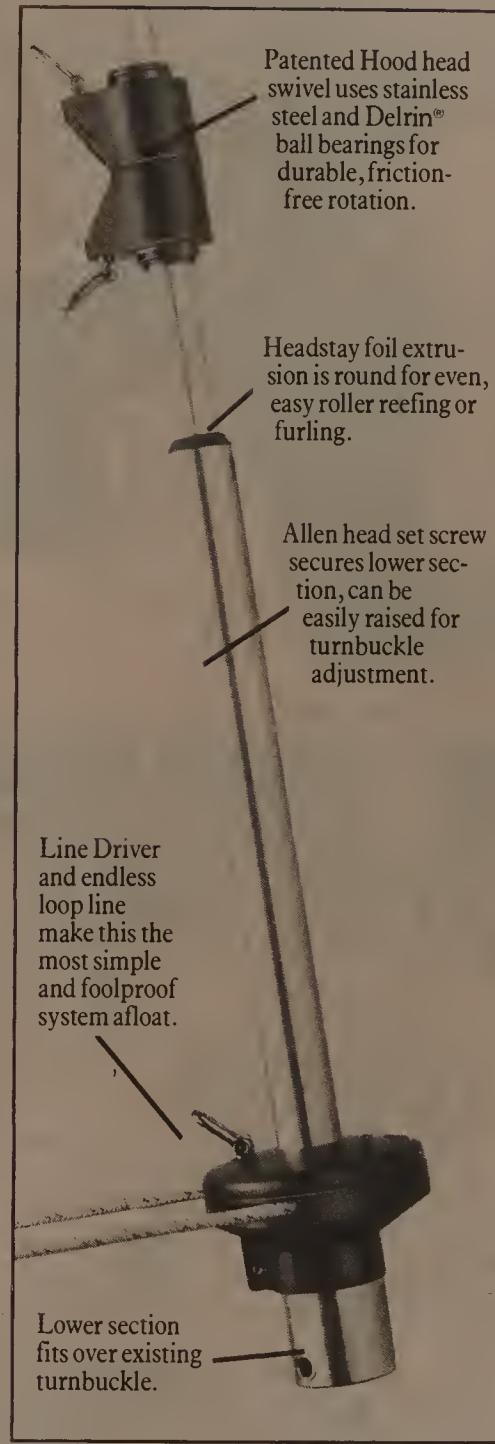
□ LETTER TO THE COMMODORE OF THE RICHMOND YC:

I wish to express my serious concern regarding the dangerous and illegal conduct displayed by the sloop, *Echo*, during your race on Sunday, February 24, 1985.

I was proceeding along the eastern shore of Angel Island, approximately 70 yards offshore, heading south on a close reach. I was sailing *Egret*, my Gulfstar 37 sloop, and was accompanied by four other adults and a small child. Off to our left approximately 200 yards were two boats involved in your race. They were parallel to us and roughly on the same heading. All of us were on a starboard tack.

As we proceeded on our starboard tack toward the southern end of Angel Island, both of the other boats executed a tack and proceeded towards us on a port tack. It was obvious that the first vessel would pass easily behind us. *Echo*, the second vessel, was roughly south and approximately 30 yards (at maximum) away from this first boat. Both vessels were on a port tack, close hauled. This put the

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LETTERS

vessel *Echo* heading directly for us. It was obvious that a collision was imminent, secondary to this wanton maneuver by the skipper of *Echo*.

At first we thought that the skipper of *Echo* did not see our boat, (which did have the right-of-way), especially in view of the fact that we did not transgress his point of sail in the race. However, we could all see the individuals in the cockpit look over and see our vessel, and we also heard the shout and cries of the persons in the other vessel sailing roughly parallel to *Echo* that was to pass behind our stern. Despite this, *Echo* made no attempt to alter her point of sail. When a collision was imminent, with 5-10 yards between our boats, I swung the wheel of my vessel sharply and pointed the boat into the wind, thereby effectively stopping my vessel. With this, *Echo* proceeded on by without altering her point of sail even the most minimal amount.

I feel that this was most irresponsible. For a skipper to endanger his own boat and the lives of those on his boat is one thing, but surely is much worse when that involves another vessel and other individuals. I was most dismayed to see the *Echo* and its skipper's name in the *San Francisco Chronicle* today as winning their class in the race. I am sure that if the marshall of the race would have seen this near tragedy he would have disqualified *Echo*.

I am certainly happy that most of the racers on the Bay are a responsible sort. Everyone can make mistakes. I feel, however, that this was not the case in this incident, and that the skipper of the *Echo* displayed total disregard for our safety — only to attempt to win the race.

John P. Zimmermann, M.D.
Napa

□ ECHO'S SKIPPER REPLIES

I plead no contest. We quickly understood that you were indeed angry by your raised middle finger as we passed. Please let me express my apologies.

I'm afraid we were applying the "We're Racing" rule. This kind of situation is seen often on the Bay and perhaps we racing skippers need to be reminded that the "We're Racing" rule is hard to find in the rule books and the Bay belongs to everyone.

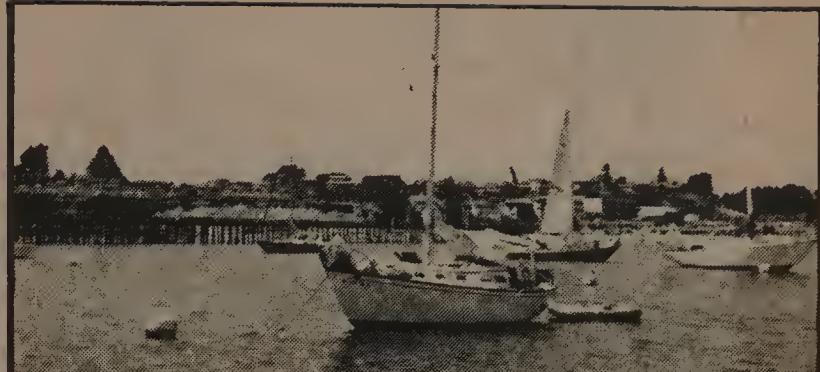
I assure you though, that we were aware of your presence and it was only our "interpretation" of your actions that led to a confusing but not, in my opinion, dangerous situation. As we tacked to port on a converging course, you luffed-up from your close reaching course, slowing down but also converging with us. As we closed, you continued to round-up, luffing and slowing so that by the time we were at the point where, as you say, you were "swinging the wheel of [your] vessel sharply", you were nearly stopped and we proceeded on by. If, at the time, you had hailed "starboard" or "look where you're going you wanker!" or anything to give definition to your actions, we would have tacked away. I thought that you were attempting to avoid a racing boat when in fact you were angry and confused to find a boat apparently ignoring the basic rules of right-of-way.

I regret that I caused you and your passengers such anger and distress. I hope you understand that I would never put a race ahead of safety considerations.

George Kiskaddon
Berkeley

George — We salute you for being sailor enough to admit: 1) that you had been in the wrong, and, 2) that the Bay indeed belongs to everyone.

But are there any of us racers on the Bay who have not, inadvertently perhaps, terrorized a boat of casual daysailors by



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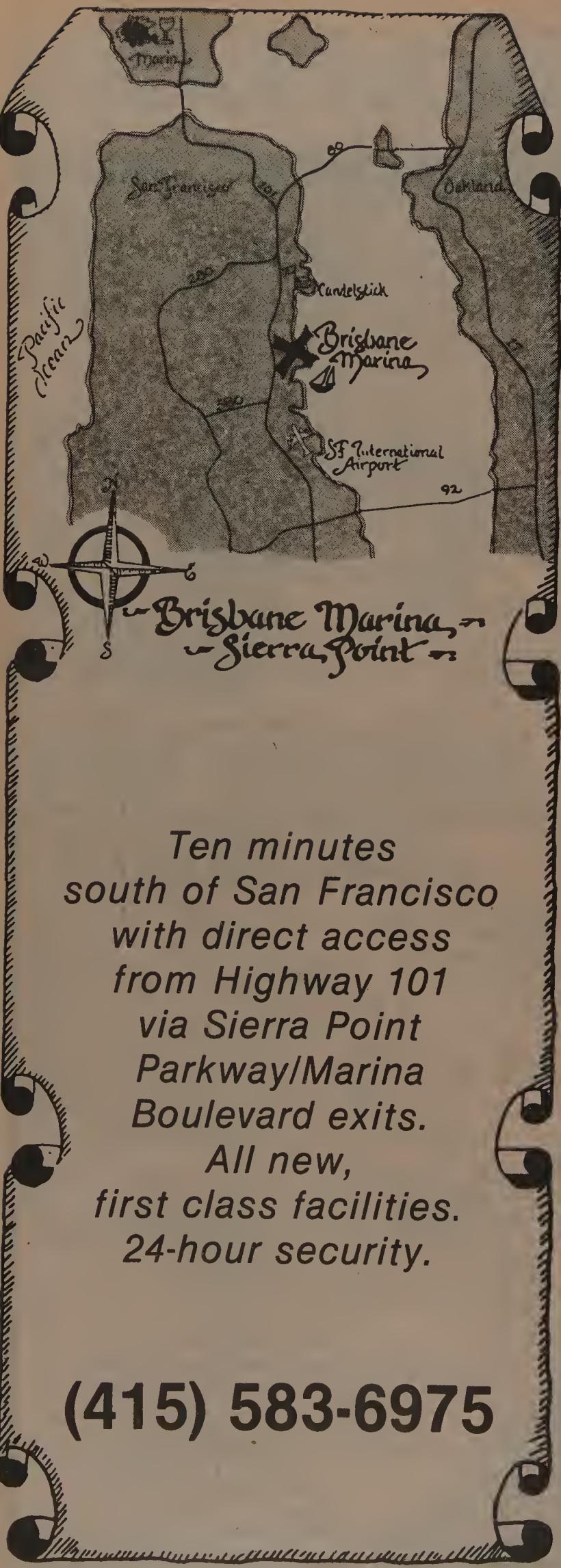
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LETTERS

violating their sense of dangerous proximity? We doubt it.

Perhaps the best way for racers not to give up precious ground and at the same time not scare the beejesus out of innocent bystanders is to politely holler out intentions well ahead of time. A "we'll take your stern" shouted well in advance might have eliminated the entire problem in the above instance. Not only would the people in the Gulfstar have known that Echo had seen them, but they would have had confidence in how that boat was to keep clear.

□ MULTIHULLS A MORE DESIRABLE YACHT?

I note with delight that you are going to say a few things about multihull sailboats in your next issue. I'd be pleased if you could include a small comment from me too.

My son has just turned six, and I find that my enthusiasm for sailing remains strong, but that the focus of what is important has changed in favor of entertaining a small boy.

My concept of a desirable yacht has changed from one which is quicker, or handicaps better, or improves my standing among my friends, to one which is delightful to swim from, easy to re-board and provides ample deck space for sun bathing and conjuring up sea monsters and buried treasure.

I find that broad trampoline decks and a multihulls easy motion do all of this far better than traditional ballasted monohull yachts.

Buried treasure conjured up, it then becomes imminent to go ashore and look for it. This too is easier on even a biggish multi since they are easily beachable and the cap'n and crew can hop ashore, bow line in hand, and run up the beach to see what can be found.

For the same small boy, I feel much better knowing that the craft will float in whole or in part, right side up or upside down. That it can surf into a lee shore in a blow and the crew walk home and that the cost of a serious grounding means only wet feet and the next tide to push her off.

On balance I think, multis are more pleasant sailing craft with greater fundamental inherent safety.

Perhaps these are the reasons that the civilization of the Pacific Islands has chosen this type craft for basic transportation for the past couple of thousand years.

In any case, multihulls are definitely worth careful examination.

Charles Beyor
San Francisco

□ THAT'S OK, BUT . . .

Love the ol' rag sheet. I have a slight problem perhaps a reader can help with. I want to sign up with the Crew List asking for a sailing female partner. The problem is I live in Morro Bay, about 250 miles south of San Francisco, so the commute would be a little long.

I'm looking for someone to cruise the Southern California Circuit; Channel Islands, Catalina and San Diego and return to Morro Bay. It means a trip around Pt. Conception and back. Good experience. Morro Bay does not have a lot of ocean sailing ladies that I can find; San Francisco seems the place.

I'm quickly approaching forty, a graphic designer, own a 38-ft 44-year-old Farallon Clipper (No. 2 Mistress), and would like female company on a trip. The last sail down south was with three men, and that's ok, but . . .

Perhaps someone could help out with a suggestion or maybe a lady wants to come down to Morro Bay for a test sail?

J.M. Shubin
Morro Bay

□ TOO MANY TIMES

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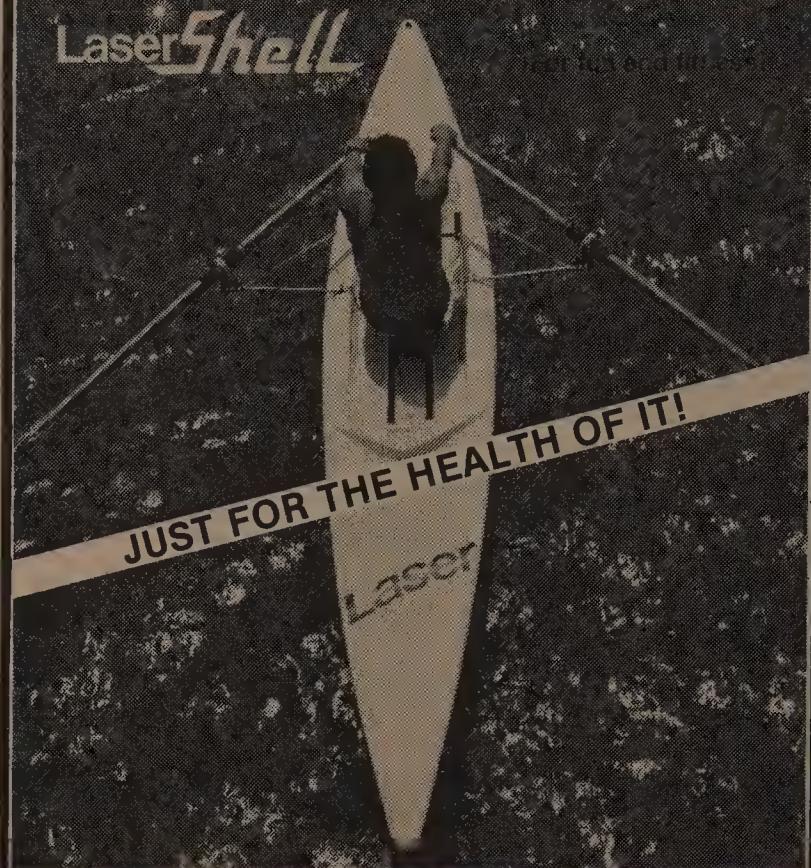
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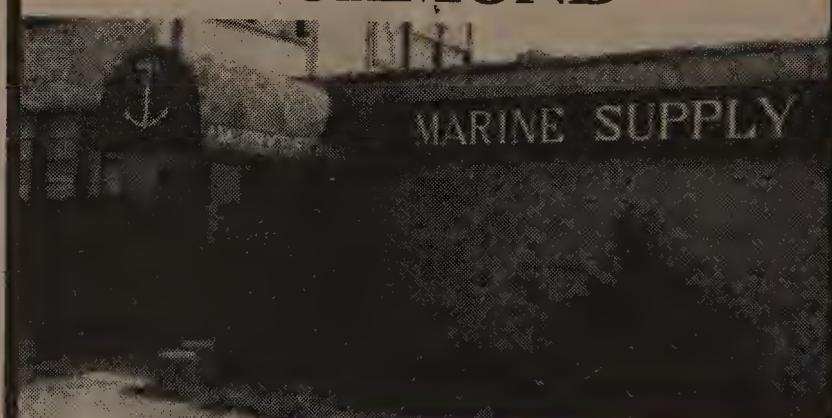
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LETTERS

I favor eliminating sexism from the Crew List and the entire magazine, too. It invariably victimizes women, and discourages many who otherwise would indicate more interest in sailing. I have seen this happen altogether too many times.

Evan Koch
San Francisco

□ TWO YEAR BATTLE

Once again I take pen in hand to let you know the doings at Port Sonoma. We have been fighting a two year battle over the issue of liveaboards. In essence, the battle began when the original owner began issuing contracts and charging a premium to those folks whom the owner allowed to live aboard. In 1981 a new owner, DHA Realty/Port Sonoma Investors Limited, took control of the premises. Within a year several houseboats appeared at the marina, the county took notice, and the battles began.

The problem reached its culmination at Christmas 1984, when, two days prior to Christmas, Eric Ahlmquist informed the Port Sonoma Liveaboard Assoc., Inc. that he had given up and that eviction notices would be forthcoming. They were, and all those persons who had homeowners exemptions with the county received their eviction notices in early to mid January. Dues for the next year for the Liveaboard Association were payable by the end of January, so you can guess what happened to the Liveaboard Assoc. (Now defunct.)

But wait! As usual when things seemed most grim and darkling, a new champion came to the rescue. The Association (or, should the truth be known, mostly its president) refused to give up. The Association had been actively lobbying Sonoma County Planning and Public Health Departments and any member of the Board of Supervisors who would listen. Planning and Public Health had all the care and sympathy of a rock. Only one person would listen, James Harberson, the newly elected second district supervisor. Supervisor Harberson succeeded in getting the full Board of Supervisors to pass a resolution that will allow marina owners to apply for a permit for modified use including, you got it, liveaboards!!!!

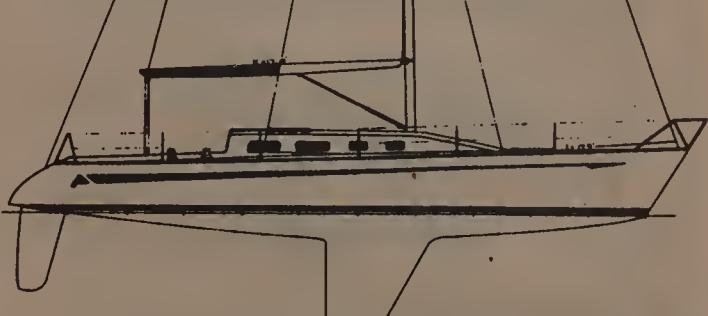
Other than using 38 for the usual Bay Area forum, you are probably wondering why I'm writing. Well, this is an appeal for all persons who are liveaboards, may be interested in living aboard in the future, or who just feel that government has no right to legislate lifestyles for a group of people who enhance and do no harm to the environment to stand up and make their views known. Our Association died with the eviction process. Many of the members went elsewhere or moved ashore. Those of us who remain, even if only in spirit, will continue the fight.

But others need to be heard from so, in closing, I will include the address of Jim Harberson, the person to whom letters should be directed, as well as the addresses of the Planning and Public Health Departments should anyone be inclined to write those august brick walls.

Supervisors James Harberson, Helen Rudee, Ernest Carpenter, Janet Nicholas, and Nick Esposti, all care of 575 Administration Drive, Rm. 100A, Santa Rosa, CA 95406. Also the Sonoma County Planning Department, 575 Administration Drive, Rm. 105A, Santa Rosa, CA 95406. And, the Sonoma County Public Health Department, Environmental Health Services, 3313 Chanate Road, Santa Rosa, CA 95406.

We thank all of you who care to help. More importantly, remember that the liveaboard lifestyle is being legislated out of existence almost everywhere. Strike a blow for your own freedom, WRITE!!!!

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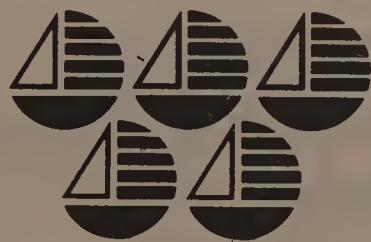
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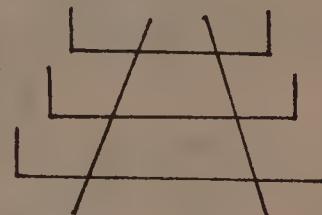


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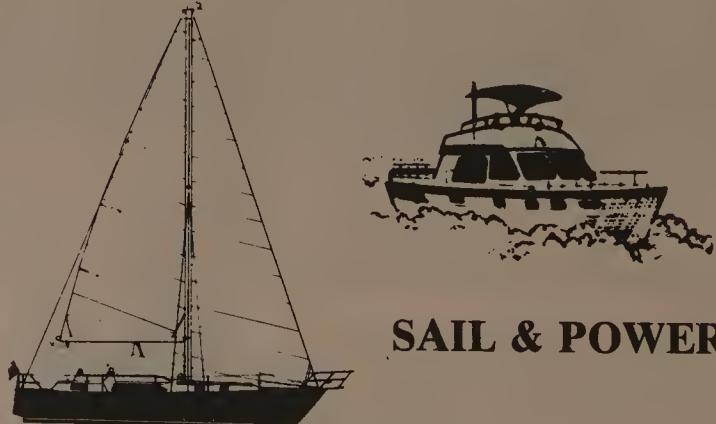
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LETTERS

Once again I'd like to thank 38 for being the public forum it always has been, not to mention the pleasure I've received from my monthly copy.

Paul R. Aguilera, ex V.P.
The Newly Defunct Port Sonoma
Liveaboard Association, Inc.

□ WHY THE LIMITATION

I want to make a plea to the powers that be and race officials about the IOR crew limitations. As a newcomer to the Bay, I am concerned that the safety and efficiency of yachts is being degraded by the enforcement of the crew limitation rule. It's a known fact that this rule has been modified in many countries and by different clubs in areas where the sailing conditions are far less demanding than our local waters.

The crew limitation rule was conceived to remove the foot/pound leverage advantage of wide beam boats such as my own. Since weight is the important factor, why not have a crew weight limit rather than limit the number of crew? That way we could have an extra pair of hands assisting in the safe operation of the boat.

As it stands now, when I race under the IOR I am forced to drop two ladies from the crew because of the crew limitation. Their total weight is 250 pounds, and neither one of them spends time on the weather rail.

J.S. Cains
Tsunami
Berkeley

J.S. — We agree with you, the crew limitation rule favors fat crew and doesn't guarantee any kind of foot/pound leverage equality. In practice, it turns out to be very detrimental to the sailing aspirations of women.

Of course the way it is now, it's far easier to verify compliance. If a boat can only have a certain amount of crew, you can just count how many are onboard. But if you're talking weight, what do you suggest, a crew weigh-in before the start of every regatta? Come to think of it, that would be a hell of an entertaining social activity.

If you wish to pursue your dissatisfaction with the crew limitation rule, Gary Mull is the one you want to talk to. He's listed in the Oakland book.

□ TRI'S AND LADYS

Bravo!! Barry Parkinson's article should lay to rest most of the specious arguments between multi-hull and monohull advocates.

But, he grounded on the reefs of hyperbole when he asks us to decide more likely peril using stupidly designed and handled monohulls that are poorly maintained in comparison with multis sailed with elan. Let's be fair. It's only prudent to avoid emergencies as far as possible. Otherwise we're not discussing the characteristics of boats, but rather *human behavior*.

No matter what kind of "tin cup" you're in, when you "come-a-cropper", the crew that has anticipated potential emergencies, prepared to meet those emergencies, and practiced damage control routines together, stands an excellent chance of survival (so does the boat!!) Those who haven't, play Russian roulette.

Failure to maintain water-tight integrity can be catastrophic in almost any boat. Let a tri's ama fill with water — as happens not infrequently — and the stress involved tends to break things, leaving one swimming among (or dodging) lots of expensive plywood scraps.

Don't get me wrong, my first time out was on one of Piver's little folding whores. When she spread her wings, she was a lovely thing

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SAWCO

LETTERS

(for an under-age parking lot pick-up!) But god, I was 14, and flying back past the Richmond Bridge in half a gale blowing up from the south, one ama flat buried for an hour, us with no lifelines, P.F.D.'s, nuthin' — well I'd never been so scared, wet, cold or happy in my life.

But a few years later I got my hands on a 30 year old . . . a lady . . . who could and did sail like one. It was that 1935 Teak Lady that really taught me to sail. I believe she could round the Horn properly prepared — something no 17-ft tri could ever do.

Ultimately tris are most stable upside down, which is where too many ocean bound multi's end up. For the Bay, Bahamas, or Belize, tris have a lot to recommend them. But as long as a simple knock down is the end of the ballgame, count me out, offshore.

P.S. I'm getting too old for a boat as tiny as the Teak Lady — so I'm preparing my 22 year old 2½ ton Pearson Ariel — Poet — for South America and eventually Patagonia. Wish me luck.

P.P.S. Ala is Spanish for wing — does that fly or is the term "ama"? Please correct me on this one.

P.P.P.S. A bolillo (be-lee-yo) is a nice french roll found in Mexico. Que Sabroso!

Larry Rau
Point Arena

FLAG WAVING

Aha! A new item to kick around! Flag Etiquette! I recently figured out how to rig that obvious anachronism, the jackstaff (anyone know what it is?) and so my thoughts have actually been wandering in this direction lately.

A masthead flag in harbor does much for keeping the damn gulls off the mast and the subsequent guano off the deck. However, while contemplating the installation of a new masthead wind indicator, I ran into a problem: jackstaffs and masthead wind indicators do not mix. I suggest that if one visit his or her local marina and look up to the mastheads, one will see the reason(s) for the change in flag etiquette mentioned in the February issue. As technology has advanced up the mast, flags, such as club burgees and Oceanic Society pennants, have moved down.

Regarding the ensign, we all know that it is correctly sewn onto the leech of the sail where the gaff would be (on marconi rigged vessels) and flies from a transom staff while underway under power or sitting at anchor or aground. No reason to change this custom except that some of the boats I've seen around the harbors lately don't have transoms!

This flag issue should keep us going 'til Opening Day.

Cheers!

Jane A. Piereth
Sausalito

Jane — For more on flags, see Sightings.

SNOWBLIND

I don't know exactly why you have twice refused to accept an offer made by the commodore of the Windjammers YC to sail on Lake Tahoe during the winter months, but I'll offer you the challenge again. You and your staff are cordially invited to have lunch with me (including wine cooled in the bilge and served in crystal) in Emerald Bay on any weekend before May 20th, providing only that it is not raining. (Snow showers are no problem.)

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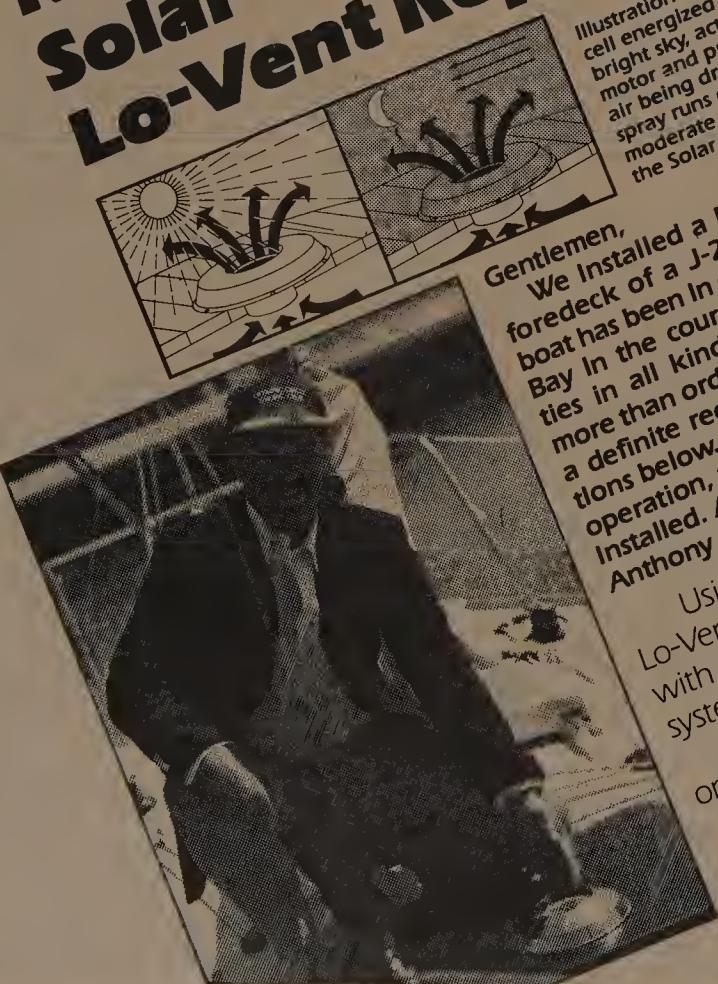
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LETTERS

No. 1.

If you prove to be not too stuffy I'll show you a copy of the letter that I have decided not to send you.

And I won't mention temperatures because they are always survivable and only relative. I, for example, have rarely been colder than the day I spent inside the St. Francis YC listening to a lecture.

Regarding the picture of a sail boat with ice on the shrouds that has apparently caused you some concern, I would like to suggest that the caption that you quoted is quite impossible. Should you ask why I'll explain . . . after lunch.

Jim Hildinger
Windjammers YC

Jim — The reason for our refusal is that we hate snow. We don't enjoy being in it or even near it. We prefer to not even see it in still photographs or movies. We don't like cocaine and we even take alternate routes to bypass ice rinks.

After the snow melts we'll talk about lunch aboard your O'Day at Emerald Bay.

BOAT DONATIONS

I am writing this letter in response to your article in the February 1985 issue entitled *Collegiate Sailing*.

I donated my Cal-20 to the Stanford University sailing program in 1982. I would like to tell your readers about my experiences so they will be aware of some of the potential pitfalls of boat donations. Let me emphasize that I think boating programs like Stanford's are definitely worthy of public support, and that donating one's boat to such a program is a wonderful way to support it. Please don't misconstrue what follows as an admonition against boat donations. But there are right ways and wrong ways to both give and receive. In my case, both Stanford and I did some things wrong.

By this point, you are probably wondering what could be so complicated about donating a boat. It should be a simple process, but sometimes it doesn't turn out that way. Here is the chronology of what happened when I donated my boat.

October 20, 1982 — I gave the pink slip for my Cal-20, which was then berthed in the Berkeley marina, to Joe Petrucci, director of the Stanford sailing program. I decided to donate the boat for two reasons: 1) as an alumnus of Stanford, I wanted to contribute to my alma mater, and 2) I was planning to leave soon on a cruise to Hawaii and was too preoccupied with preparing for the voyage to attempt to sell the boat. Joe sent me a letter confirming the donation and thanking me for it.

November, 1982 to September 1983 — I continued to receive bills from the Berkeley Marina for the berth rental. For some reason, the berth continued to be listed under my name. I forwarded the bills to Joe as I received them, with notes inquiring why the billing name and address had not been changed to Stanford's. I never received a response from Joe to these inquiries.

December, 1982 — Before I left for Hawaii, I went to the Berkeley marina to see how the boat was faring. I found the boat chained to the dock with a bright orange notice about non-payment of rent.

February, 1983 — Shortly after I arrived in Hawaii, I received notification from the City of Berkeley that it planned to file suit against me in municipal court for collection of back rent for the berth, and penalties. The suit was to be filed January 16, about a week before I arrived at the Ala Wai harbor. I tried calling Joe Petrucci from a pay phone at the Ala Wai Marina but he was not available at the moment. Since it would be impossible for him to call me back, I wrote a letter asking for an explanation. I also called the City of Berkeley and

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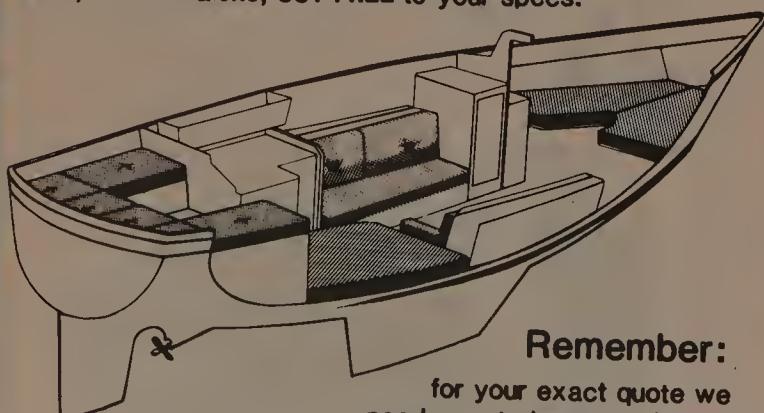
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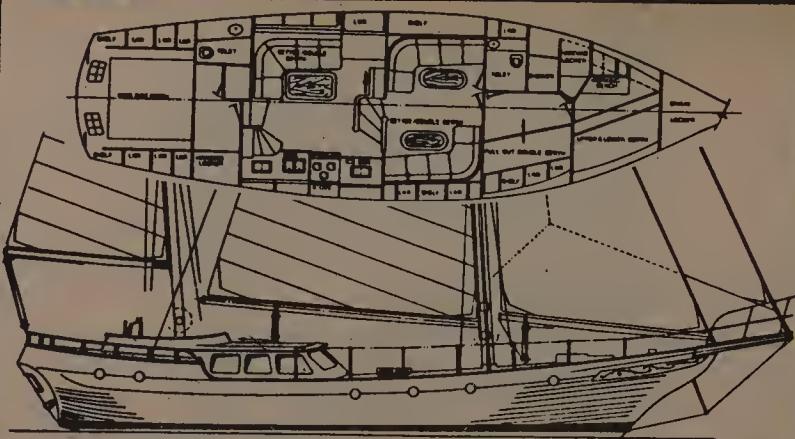
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was told the suit had been delayed.

March, 1983 — I received another pink notice from the City of Berkeley renewing its threat to sue me. I still hadn't received any response from Joe Petrucci or anyone else at Stanford.

March 16, 1983 — I wrote a letter to Stanford's president, Dr. Donald Kennedy, asking for his help in resolving this problem. I decided to "go straight to the top" because I was frustrated by the lack of response from anyone at the Stanford sailing program.

March 31, 1983 — I received my first response from Joe Petrucci. He explained that he had tried three times to get the Berkeley marina to change the billing name and address. Furthermore, he said that Stanford had sent checks to the city of Berkeley for the rent, which had been cashed but not credited to my account. He apologized for the inconvenience, and said he believed the problem had been solved. Mysteriously, however, I continued to receive the bills. Fortunately, the City of Berkeley continued to delay carrying out its threat to sue me.

August 11, 1983 — After my return to California, I received a copy of a letter sent from the Berkeley harbor master to Joe Petrucci. In this letter, Mr. Worden said that he had informed Joe of the necessary steps for Stanford to assume the berth "over six months ago . . . To date, nothing has been done." Furthermore, the letter continued, the boat was not currently registered with the state. Mr. Worden gave Joe an October 1, 1983 deadline for completing the transfer of the berth. September 27, 1983, I spoke with Mr. Worden on the telephone to see what had transpired. The deadline was in three days. He told me that I was still the registered owner of the boat, and that the berth owner must be the same as the registered owner. The billing address had indeed been changed to Stanford's, but the billing was still under my name. Mr. Worden told me that if Stanford didn't act before October 1, the boat would be impounded in the "dead yard".

I called Joe Petrucci. He explained that the registration had not been changed because the pink slip had been lost. He assured me that he planned to move the boat from the marina before the October 1 deadline. "The problem with the damn thing," he told me, "is that we haven't been able to get a trailer for it."

September 30, 1983 — I received a letter from Joe informing me that the pink slip had been found. He said he went to the Department of Motor Vehicles himself to reregister the boat. Joe also wrote a letter to Mr. Worden in which he said that my "involvement in this entire affair has been that of only being kind enough to donate a boat to our program. We take responsibility for the delinquent reregistering and berthing agreement."

November 10, 1983 — I received a bill from the county tax collector for personal property taxes for the boat. I forwarded the bill to Joe. I also wrote another letter to Dr. Kennedy, informing him of my dissatisfaction with the way the donation had been handled. "I do think it is important that you be informed of what happened," I wrote, "so that future donors to Stanford will not be subjected to the same treatment I received."

November 17, 1983 — Joe sent me a copy of a letter he had sent to the county tax assessor explaining the change in ownership.

December 2, 1983 — I received a letter from David Glen, the Associate Athletic Director. He apologized sincerely. He placed primary blame on the Traffic Department at Stanford, which is responsible for taking care of reregistration of all vehicles and boats acquired by the University. The pink slip got lost in the Traffic Department, and that caused the subsequent problems. "We are relatively new to the boat donation business and have learned a number of things in the process," Mr. Glen wrote. Among the things



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LETTERS

they learned, he said, was that "dealing with third parties such as marinas and county tax collectors can be a time-consuming and often confusing business."

What can potential boat donors learn from this experience? First, it pays to know in detail exactly how your donation will be handled. Before you hand over the pink slip, you are entitled to answers to the following questions:

- 1) Who is responsible for the safekeeping of this pink slip?
- 2) Who is responsible for reregistering the boat?
- 3) When will the reregistration be done?
- 4) Who is responsible for changing the berth billing?
- 5) When will this be done?
- 6) Who will be responsible for notifying the tax collector of change of ownership?
- 7) When will this be done?

Ask for copies of all correspondence confirming that these actions have been taken.

There is another set of questions you might consider asking the recipient if you are concerned about the ultimate fate of your boat.

1) Do you plan to keep the boat or to sell it to raise funds for your program?

2) If you plan to keep it, do you have sufficient money available to cover your costs (berth, insurance, maintenance, etc.)?

3) If you plan to keep it, how will the boat be used?

4) Who will be responsible for the boat, and what are their qualifications?

If you are considering donating a boat, don't let my experience discourage you. I hope you learn from it so that you won't encounter the frustrations I did.

If you are responsible for accepting boat donations, please be very sure that you are prepared to do so. If something goes wrong, please don't try to offer excuses. Also, try to treat a rowboat donation with as much care as you would the donation of a 100-ft schooner. You never know if the rowboat donor will someday own a 100-ft schooner that he or she would like to give away.

Gordon Firestein
Berkeley

□ TWO OF THE BEST

Thanks for the timely article about the distinguished Bay Area yachtsman, Don Dalziel, and his fine yacht *Natoma*. While the pair have accomplished much together, including finishing first in the 1976 Tahiti Race, corrected-time honors went to another distinguished yachtsman from the Bay Area, Irv Loube, and his first *Bravura*. That race was *Bravura*'s sea trial. She arrived at Papeete only about five weeks after her launching — and the race took three weeks!

Jim Hammitt
Venice

Jim — While we're remembering the 1976 Tahiti Race, let's not forget the third Bay Area entry in that four boat race, Hank Grandin's *Tinsley Light*.

For those who don't remember or weren't around, the Tahiti Race was first sailed in 1925, and then again in '53, '56, '61, '64, '68, '70, '72, '74, '76 and for the last time in 1978. A race was scheduled for 1980, but the TransPac YC had to call it off when not one boat had entered.

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equity n. fairness or justice in dealings between persons 2: a system of law... 3: the value of an owner's interest in property.... Webster's New Ideal Dictionary, 1978.



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LETTERS

week race nor are they very suitable as cruising boats after the race is over.

All told, 62 boats have raced to Tahiti, a number of them more than once. What better time than now to recall the Northern California boats that sailed the classic race to the South Seas:

1925 — Mariner, L.A. Norris' 107-ft schooner from the San Francisco YC and Shawnee, Mark Fontana's 76-ft ketch from the same club.

1953 — Mistress, Walter Johnson's 38-ft sloop from the Corinthian YC (a winner).

1956 — Celebes, Jack Hedden's 70-ft ketch from the St. Francis YC.

1961 — Athene, James Wilhite's 62-ft yawl from the San Francisco YC (a winner); John Hedden's Good News from the St. Francis; and Fuller Calloway's 98-ft Morning Star also from the St. Francis.

1968 — Fuller Calloway's Columbia 50, Rapture, from the St. Francis YC.

1970 (the biggest fleet ever, with 14 boats) — George Kiskaddon's 33-ft Spirit from the San Francisco YC; Art Biehl's Cal 37, Quasar from the Richmond YC; Maury Smith's Cal 40, Numse II from the St. Francis; and Ken DeMuses's 75-ft ketch, Blackfin also from the St. Francis.

1972 — Irv Loube's Columbia 57, Concerto from the Richmond YC.

1974 — Irv Loube's Columbia 57, Concerto from the Richmond YC again, Art Biehl's Lee 36, Witchcraft from the St. Francis YC; Dick Williams' Columbia 52, Obsession, from the Bay Area; and Norton Smith's Ericson 41, Eos, also from the Bay Area.

As mentioned previously, Bravura, Natoma, and Tinsley Light did the 1976 race; there were no Bay Area entries in the final race in 1978.

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My Lido gets less use than my kayak these days; I guess I'm still excited about being able to so closely approach the hazards I avoided under sail!

This little tale was prompted by a letter last month by Jann Burner lamenting the lack of kayak coverage in *Latitude 38*. Jann might like to know there is an entire magazine devoted to such coverage: *Sea Kayaker*, from Canada. Their address is 1670 Duranleau St., Vancouver, British Columbia V6H 3S4.

All of us on the water, whether self or wind propelled, appreciate the natural beauty and shifting moods of the sea. Give a closer approach to this beauty in a kayak and maybe you'll feel less is more, too.

Bruce Rhymes
Garden Grove

Bruce — When we want the ultimate "less is more" ocean experience we go body surfing in the nude.

Due to the heavy volume of letters received this month, some won't appear in print until the next issue.

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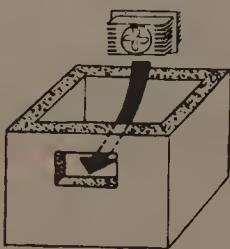
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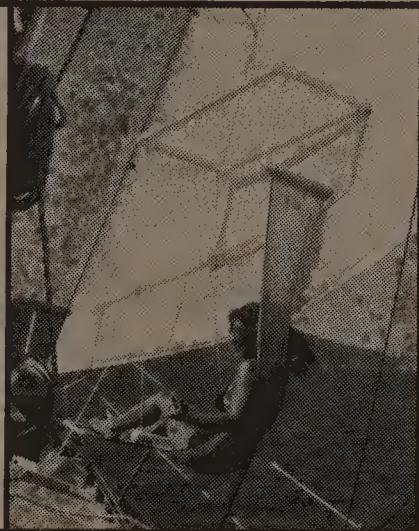
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LOOSE LIPS

People in the newspapers.

Did you read the Question Man in the Chronicle on March 13? The question of the day, and it was only asked of males, was "Like it when a woman stares at you?"

Seven men answered the question, men from all different walks of life. There was a student, a lawyer, two salesmen, a consultant, a computer trainer, and a guy from Oakland by the name of Steve Baumhoff who claimed to be a life insurance agent. We don't know who Baumhoff's trying to kid; he may be moonlighting as a life insurance agent, but basically he's a sailor. He's won a TransPac on *Sweet Okole*, won a TransPac Class D on *Brown Sugar*, did a Pacific Cup on a Wilderness 30, to say nothing of a multitude of Long Beach Race Weeks, Big Boat Series, Clipper Cups, and who knows what else. How can a guy who sails that much claim to be anything but a sailor? Heck, he even was prominently featured on the cover of *Sailing* magazine trimming the spinnaker on *Bravura* in Hawaii.

So how does a sailor respond when asked if he likes it when a woman stares? Baumhoff had this to say: "It shows that a little care in your appearance does help! I just hope my zipper isn't down and that I don't drool. It doesn't happen often. Actually, when it does, I usually think something is wrong."

That's a pretty good reply for suddenly being accosted by the Question Man at Fox Plaza. It's no wonder his friends in the sailing world consider him "the white Eddie Murphy".

People not in the newspaper.

From time to time over the last couple of years, people have asked us whatever happened to Dick Levine? A large fellow who regaled in being called Sausalito Fats, Levine was the owner of Sailboats/Sausalito, one of the biggest boat dealers in the Bay Area. Levine suddenly dropped out of sight a few years ago, amidst allegations that he had the same boats floored with different banks, had gone out of trust on some boat deals, and some other unsavory practices. It was widely rumored that he'd taken some of the banks for hundreds of thousands of dollars.

Given the circumstances, everyone assumed that he'd quickly left the area. Yet from time to time we'd get reports that he'd been seen in the Bay Area. About three months ago a woman called in to say she'd definitely seen Levine in San Francisco. And then just last month he was positively identified as being in Orinda applying for a job selling real estate. How could the person be sure it was Levine? Easy, she had sold the same brand of sailboats in competition with him for years. There was no mistake who it was.

This still leaves unsolved the whereabouts of another large Sausalito yacht broker who allegedly took the money and ran. That would be "Fat Albert" of Wave Traders. The last word we had was an unconfirmed report that he'd abandoned his Mercedes at a motel in Mobile, Alabama. This was several years ago.

More people in the news. Or at least the magazine.

The *Shopwalk* feature of a March *Sports Illustrated* featured an item called "Aerobie, the Astonishing flying Ring". Thirteen inches in diameter and weighing 3.95 ounces, this disc made of soft and hard plastic has the distinction of "the longest throw of any inert object heavier than air" — or so says *The Guinness Book of World Records*. The record distance is 857 feet, which is, as they say, astonishing. The world record Frisbee toss, for instance, is a mere 444 feet. The Aerobie, which retails for about \$8, is supposedly selling like hotcakes at the Stanford Bookstore.

And what does all this have to do with sailing? Just that the Aerobie was conceived by Alan Adler, who many readers may remember as the designer of the innovative Fast Forty, the first of

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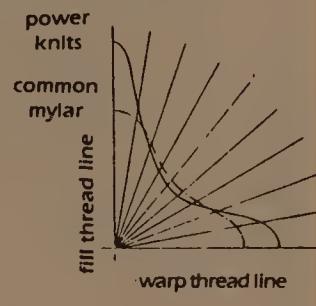
Big Daddy regata Express 27 class: 1st place, Air Tight.

St. Francis Spring Keel Invitational Moore 24 class: 1st place, Tonopah Low; 2nd place, Adios.

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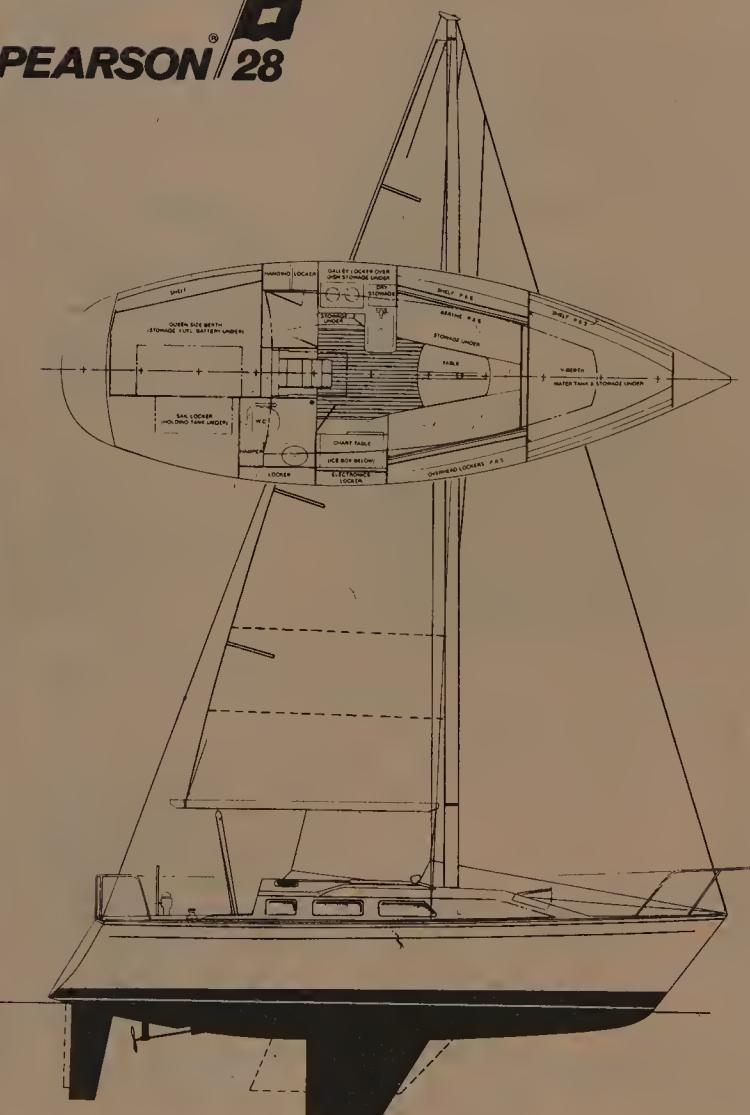
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SNEAK PREVIEW

PEARSON® 28



Magnificent! A World Premier showing from Pearson at the Mariner Square Boat Show. April 17-21.

Just to get your heart started, we thought we'd give you a peak at the all new Pearson 28. Please note that while she's just slightly over 28 feet long on the outside, there's more than 33 feet worth of interior on the inside, including 2 private staterooms! Like all new Pearsons, she comes very complete with diesel auxiliary, hot & cold pressure water and shower, wheel steering, self-tailing winches, shore power, sails and much more.

If all that isn't enough, wait until you see the finish on the new Pearson 28. Every locker, every nook and cranny, everywhere you look is finished and polished so you can see your face in it. This is because the new 28 has a unique double hull making her virtually twice as strong as conventional yachts. Add this to a computer cut interior which is built to .0001 inch tolerance and you have a magnificently finished yacht. Sound good? Come see the real thing at the In-the-Water Boat Show, April 17-21 at Mariner Square

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27	C&C	SG	S	27,950
27	C&C	SD	S	39,950
27	Cal 2-27	SD	S	24,950
27	Catalina	SG	S	17,950
27	Ericson	SG	S	22,000

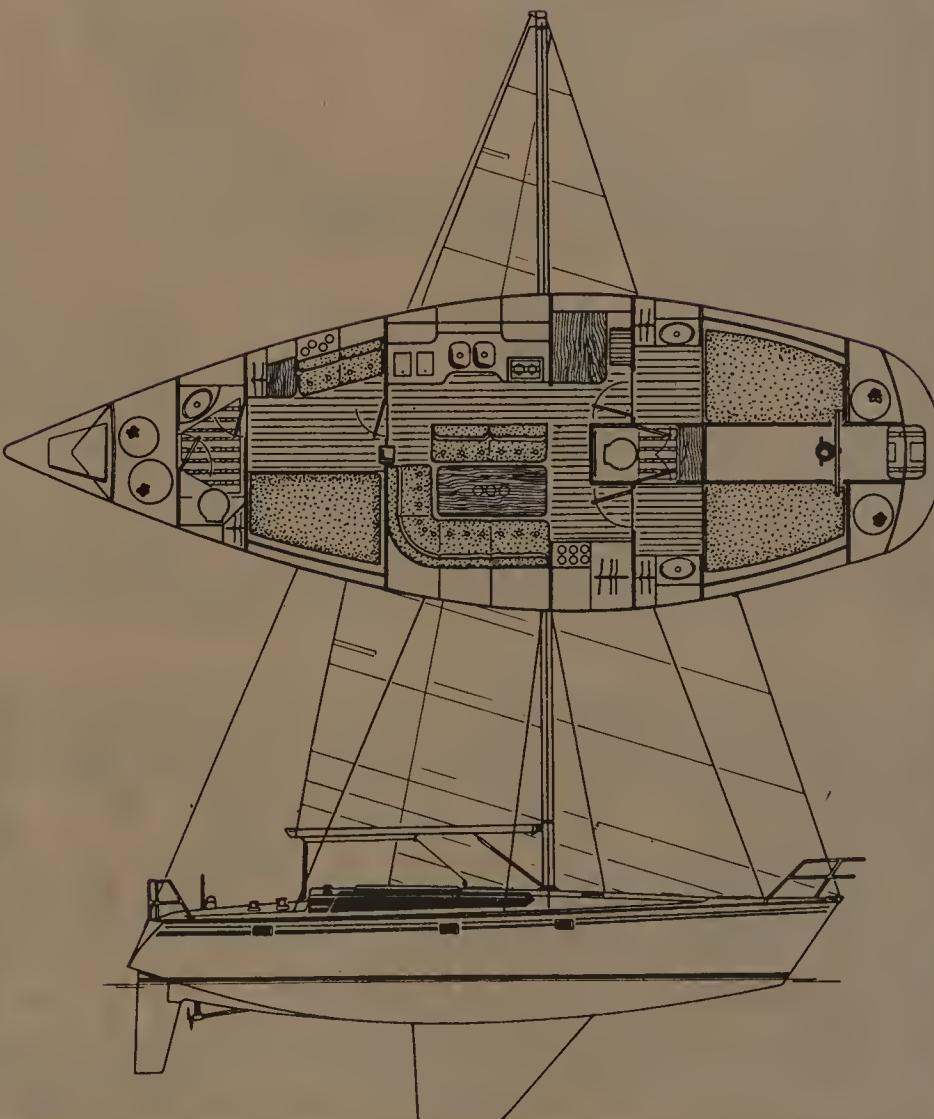
27	Newport	SG	S	17,950
27	O'Day	SD	S	18,950
27	Santana	SG	S	19,500
28	Pearson	SG	S	31,500
28	Southern Cross	SD	C	33,950
29	Cal 2-29	SG	S	29,900
30	C&C	SD	S	55,000
30	Coronado	SD	S	29,500
30	Ericson	SD	S	49,995
30	Pearson	SG	S	28,500
30	Pearson	SG	S	30,000
30	Pearson	SG	S	33,000

SNEAK PREVIEW

Ce Manifique! A West Coast debut from Jeanneau.
April 17-21 at the Mariner Square Boat Show

Debuting at the In-the-Water Boat Show is the new Sun Kiss 45 from Jeanneau, Europe's largest yacht builder. Beneath her spacious teak decks is an interior that out does fifty footers with privacy and luxury; featuring two staterooms aft with queen size berths and a full width owners suite amidships with a king size berth, lounge and complete head and shower. The galley and main dining area are immense with room for ten or more.

The current strength of the dollar means the new Jeanneau 45 is priced unbelievably low. Be sure to see her at the Boat Show!



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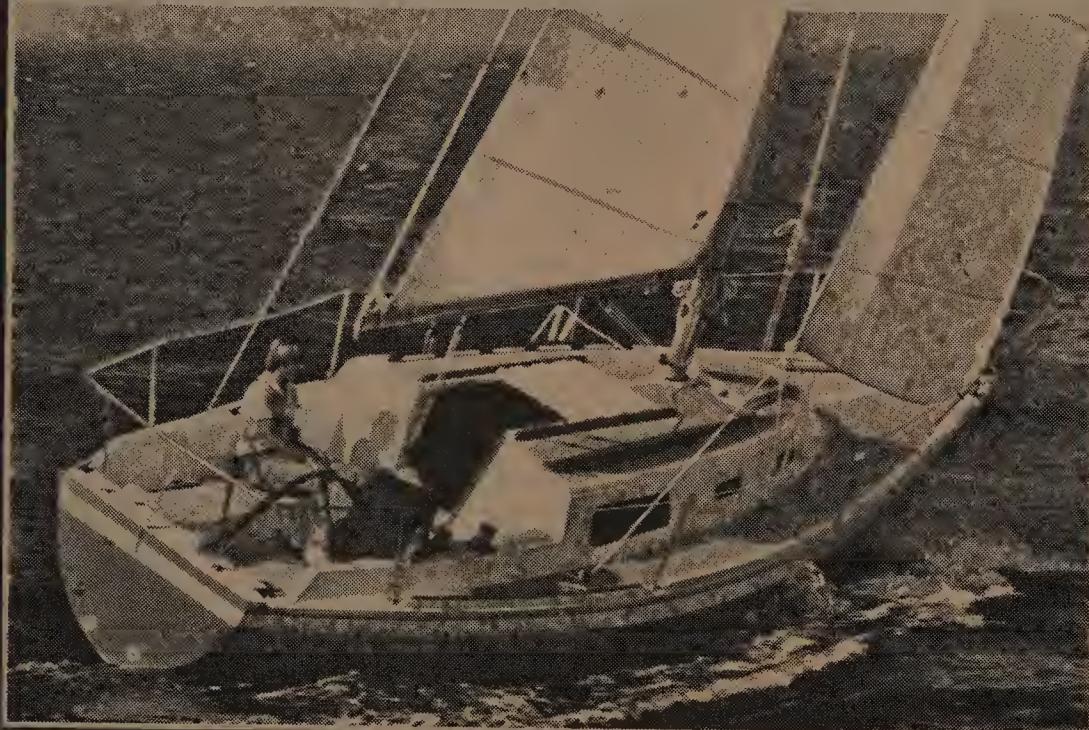
30	Pearson	SG	S	34,500
30	Tartan	SD	S	29,995
31	Dufour	SD	S	53,950
32	Pearson	SD	S	39,950
32	Pearson 323	SD	S	55,000
32	Pearson 323	SG	S	55,000
32	Pearson 323	SD	S	59,950
32	Westsail	SD	S	59,900
34	C&C	SD	S	69,500
35	Ericson	SG	S	36,900
36	C&C	SD	S	88,950
36	Pearson 365	SD	K	65,000

36	Pearson 367	SD	C	92,739
36	Pearson Pilothouse	SD	S	79,500
36	S2	SD	S	69,950
38	C&C Landfall	SD	S	89,950
38	Ericson	SD	S	89,950
38	Ericson	SD	S	118,000
40	Bristol	SD	Y	99,950
40	C&C Full Race	SD	S	134,950
42	Pearson 424	SD	K	118,000
42	Pearson 424	SD	K	124,950
43	Columbia	SD	S	63,950
44	CSY	SD	C	160,000

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LOOSE LIPS

which was built by C&B Marine of Santa Cruz. Unfortunately for Adler's first crack at yacht design, the Fast Forty didn't sell anywhere near as well as the Aerobie has been.

Air Bag responses . . .

Last month, Frank Van Kirk wrote in to ask where to get air bags for his Penguin dinghy. We admitted to being in the dark about the whole thing, but now we're enlightened, thanks to these knowledgeable readers. So to Frank, and any other dinghy sailors who could benefit from a little more positive flotation, here is some useful information:

"White water kayakers use air bags. I used to get mine at White Water West. They used to be in Berkeley, but I think they moved. Another information source would be the River Touring Section of the Sierra Club."

— Pete Pringle, Seattle

"In 1976, I bought a 12-ft Tideway sailing dinghy from L. H. Walker & Co., Boatbuilders & Chandlers, West Street, Leigh-on-Sea, Essex SS9 1 QG, England. Telephone Southend-on-Sea 78603. The boat, of clinker construction, arrived with air flotation bags of the sort that would surely fit a Penguin. There were four: each was about 3½ feet long and about 10 to 12 inches in diameter. They worked perfectly during the seven years I owned the boat. If Mr. Walker and his family are still in business, I'm sure they would sell flotation air bags by mail."

— Jonathan Kelly, Los Gatos

"Holt Allen is probably the last manufacturer of air bags. They come in a variety of sizes ranging in price from \$24 to \$65. A Holt Allen hardware dealer should be able to help you."

— Jeff Sleight, Manager, Cal Marine II, Portland, Oregon

Finally, Jack Ward tells us that a company called Plasticraft Unlimited (469 Clementina Street, San Francisco, CA 94103, (415) 362-3256) fabricates air bags for both stock and custom orders.

Impossible Dreams.

One of the saddest things in sailing is to see someone fall in love with a delapidated boat that would cost more to fix than it could ever be worth. And then go ahead and not only buy it, but pour all their time and money in as well. These kinds of things happen all the time, but you rarely hear about them.

A gentleman who has lost more time and money than most would-be restorers is Horace Glass of Jacksonville, Florida. Horace spent 12 years of his life and nearly \$180,000 trying to restore a 1939 sailing yacht by the name of *Ostwind*. Last month Glass finally gave up and sold the vessel for a paltry \$1.

What was it about the *Ostwind* that could have commanded such devotion? We suppose it had something to do with the fact that it once belonged to a fellow by the name of Adolf Hitler.

The boat's new owner is one Charles Sanderson of Plymouth, Mass. Sanderson says he plans to restore the vessel and put it into a military museum. Only time will tell if he's just another foolish dreamer.

Cheap Sailing.

According to a press release from Seven Seas Press, the A.C. Nielsen Company reports that 52 per cent of all Americans choose sailing as the outdoor sport they'd like to do most. Then why don't they do it? Lack of oceans might be one reason, but lack of money is

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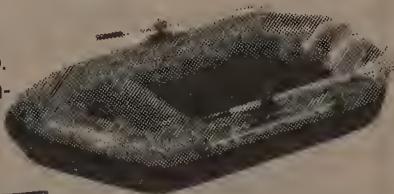
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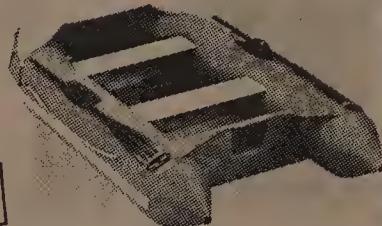
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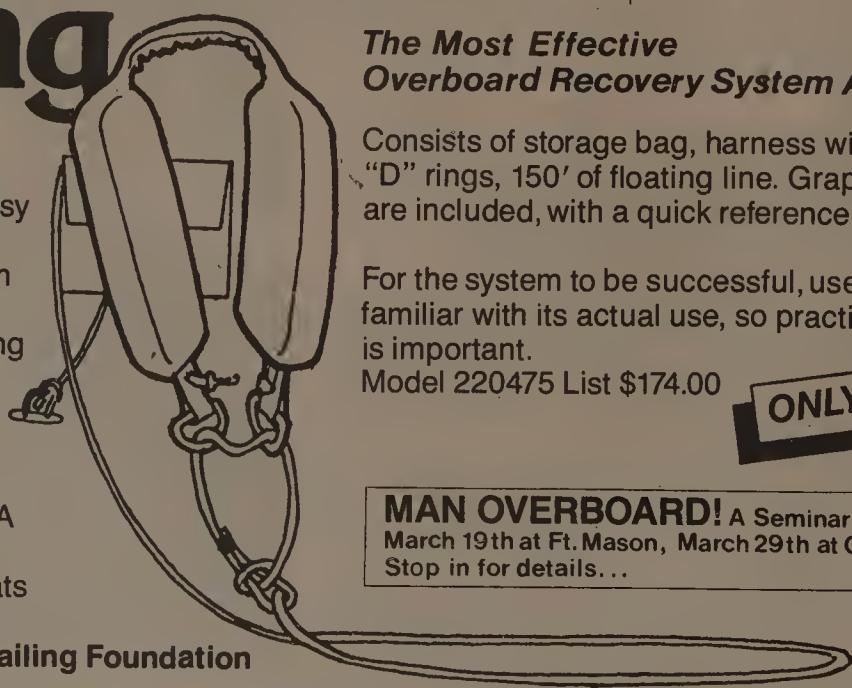
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LOOSE LIPS

probably a more prevalent excuse.

To address this latter problem, Larry Brown has written a book, published by Seven Seas and distributed by Simon and Schuster, called *Sailing on a Micro-Budget*. How micro? On the cover there's a blurb that says, "This book tells you how to buy a boat and get it out on the water for less than \$5 a day." Either this guy knows something we don't, or there's a little bit of blue sky there.

For those of you who "think minimum", this book might be just what you've been looking for. It retails for \$15.95 — or what it costs to sail Brown's way for three days.

Where are you?

Wendy Robinson, we have a check for you. We've tried sending it to the address that you've given on all your correspondence, but the post office keeps sending it back saying "return to sender, insufficient address". Please advise.

As a general bit of advice to all of you cruisers, make sure your mailing addresses are operational. We get lots and lots of mail returned from boats out cruising and from what is supposed to be their stateside mailing address. We recommend a stateside mail service, because sending mail to the great beyond is a risky proposition.

Multiplans for multirecords.

Since we've got a feature on multi-hull sailors this month, it's only fitting that we got a call from Mike Kane of Newport Beach, one of the most adventuresome multihull sailors in the U.S. Kane, readers may remember, was first to finish in two SSS TransPac's to Kauai, and had previously done a circumnavigation and started OSTAR. Kane lost his most recent trimaran, *Cistic Fibrosis Crusader*, during an attempt on the clipper ship record from New York to San Francisco.

Fellow multihullers will be stunned to learn that Kane has gone over, at least partly, to monohulls. Honest, he owns one-fifth of the MacGregor 65, *Lean Machine*. In fact if he can get the owners of the other four-fifths to go along with it, he'll have it entered in the 1986 Singlehanded TransPac.

But you can relax, Kane's a multihuller through and through, the *Lean Machine* notwithstanding. He'll be up here in Northern California next month to crew on the 32-ft tri, *Defiance*, in the Doublehanded Farallones. And then there's the little matter of the clipper ship record that eluded him when a shackle broke after *Cistic Fibrosis Crusader* had rounded the Horn at better than a record pace.

Kane has plans for a 78-ft tri to get that record "before the French do". He's got \$300,000 committed to the project, and needs another \$150,000 before Geraghty in San Diego can start construction. If the boat does get built, Kane has three goals: break the eastward Cape Horn record of 76 days (San Francisco to Boston) set by *Northern Light* in 1853; break *Flying Cloud*'s westward Cape Horn record of 89 days set in 1854; and break the "there and back" record of 180 days set by *Contest* in 1853.

No doubt we'll be hearing more from Kane soon.

No word yet.

Last month we offered to solve the Opening Day water balloon problem by offering up ourselves and Chuck Hawley's Olson 30 as the "designated target". We've checked the mail each day, but no word yet from the PICYA as to what they think of the proposal.

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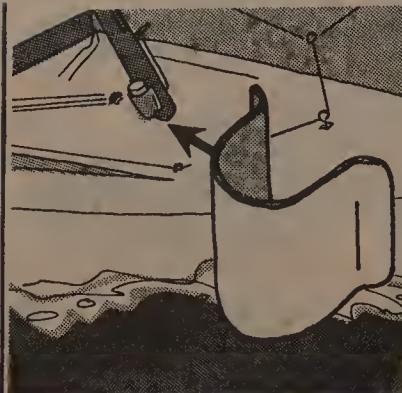
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Sizes from $\frac{3}{16}$ " to $\frac{1}{2}$ "

Example:

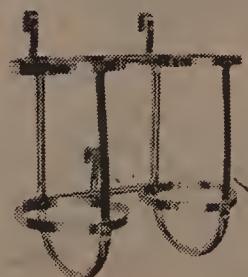
Size	List/ft.	SALE/ft.
$\frac{3}{8}$ "	\$0.58	\$0.29

Limited to Stock on Hand.



GAR BUOY

Guaranteed not to let your beer spill! Adheres with silicone sealant or screws, anywhere on your boat. White, grey or black. List \$6.00 SALE \$4.20



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Stainless steel holders accept two fenders and are a snap to install.

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Fender dia. 9-11" Model 208611

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Simply pour on part A & B and hose off! Great results.

Quart Kit (pint of each)

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1/2 Gal. Kit (quart of each)

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SI-TEX

Sitex

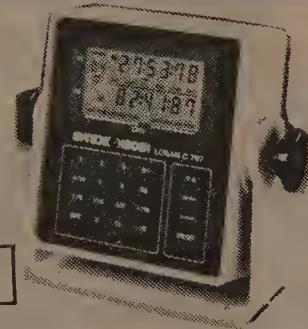
797 C LORAN

Dual Lat/Long displays, 60 position memory, ComPuNav steering data. A cinch to use, too!

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Sitex

EZ-7 LORAN

The most affordable Loran C you can buy—and the simplest to operate!

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Just rub on and wipe off for a long lasting glossy finish. 14 oz. can.

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Brings back color and luster to dull boat finishes. 24 oz. can.

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**The Affordable
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- 24 receive, 21 transmit channels
- Simple operation
- Compact size

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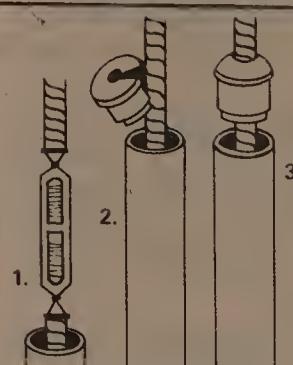


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- Touch Control channel selection
- Large LED display

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Size	Model	List	SALE
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$1\frac{1}{8}" \times 17"$	107672	\$2.65	\$1.86
$1\frac{1}{2}" \times 20"$	107680	\$3.90	\$2.75
$1\frac{3}{4}" \times 24"$	107698	\$4.95	\$3.47

SNAP ON CABLE COVERS

Come in six-foot lengths. install in seconds.

Wire	Model	List	SALE
$\frac{3}{32}"$	107607	.60	.42
$\frac{1}{8}"$	107615	.75	.53
$\frac{5}{32}"$	107623	.90	.63
$\frac{3}{16}"$	107631	1.05	.75
$\frac{1}{4}"$	107649	1.25	.88
$\frac{5}{16}"$	107656	1.50	1.05



West Marine Products

West Marine's

OPENING DAY SALE!!

Sale Ends April 30, 1985



DEKS-OLJE

use #1 for a matte finish
#2 for a high gloss.

Size	Model	List	SALE
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#2 Qt.	110999	\$12.33	\$ 8.25
#2 Gal.	159087	\$36.97	\$24.75



SHACKLE LANYARDS

These non-fouling lanyards make it much easier to open snap shackles, especially in cold weather!

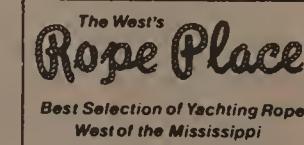
Size	Model	List	SALE
Sm.	129932	\$1.00	\$.75
Med.	129924	\$1.50	\$1.10
Lg.	129916	\$2.00	\$1.50



TILLER TAMER

Enables short periods of "self-steering".
Model 160739
List \$17.95

SALE \$11.95



40% off list

New England Ropes

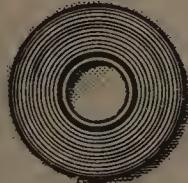
STA SET X

Lowest stretch dacron line available today!

Example:

Size	List/ft.	SALE/ft.
3/8"	.57	.34
1/2"	.93	.56

Quality Yachting Gear and Apparel at Discount Prices



CHAFE TAPE

Economical insurance against torn sails. 1" x 30'. Model 100842
List \$4.75 **SALE \$3.45**



Timberland
LEATHER NYLON BOAT SHOE
Looks like a court shoe, works like a boat shoe.

List \$55.00 **SALE \$29.95**



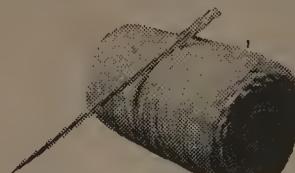
ENGINE HOUR METER
Records your engine's operating time. Helps to know when to perform routine maintenance. Simple to install. Model 107573
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Micrologic
5500 LORAN C NAVIGATOR
Compact, easy to use, and it's submersion proof! Perfect for small fishing boats as well as ocean racing sailboats!
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List \$1295.00



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FIBERGLASS CLEANER
No-scratch formula removes deep seated stains, dirt and oil. 26 oz.
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WAXED WHIPPING THREAD
Super strong dacron thread. Unlimited uses. Needle included.
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(415) 494-6660

Santa Cruz

2450 - 17th Ave.
at the Freeway
(408) 476-1800

Long Beach
251 Marina Drive
take 2nd. St. to Marina
(213) 598-9408

Newport Beach
900 W. Coast Hwy.
S. of Newport Blvd.
(714) 645-1711

Dana Point
34235 Pac. Coast Hwy.
1/4 Mi. N. of Del Obispo
(714) 493-4455

San Diego
1214 Rosecrans St.
(at Shelter Island Dr.)
(619) 224-8222



West Marine Products

SIGHTINGS

have you noticed?

If you haven't already noticed, there are a huge number of ads in this issue. With a big boat show this month and the start of the heavy sailing season upon us, it's understandable that advertisers want to get their products before the consumer. Thus the greater than normal number of ads.

At *Latitude 38* we put great importance in the editorial content of the magazine. Not only the quality, but the quantity. We always try and have it at

cont'd on next sightings page

the basic rule

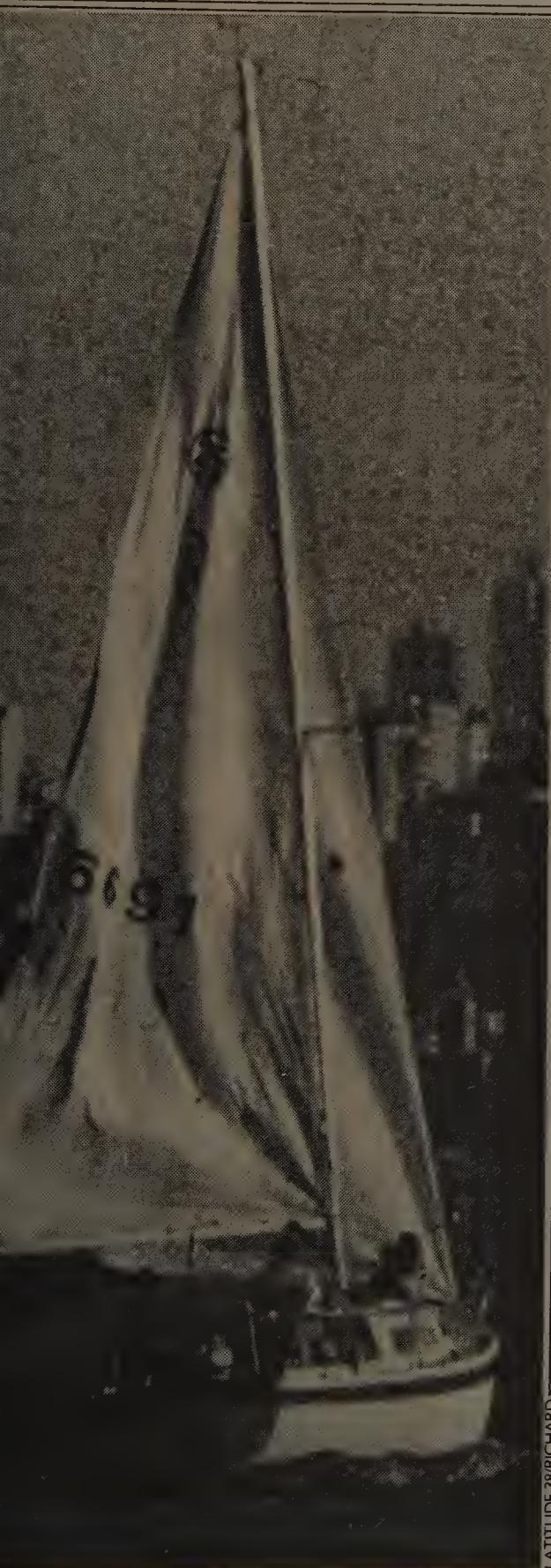
If you're like us at *Latitude 38*, sometimes you'll forget your handy flag flying etiquette chart (right) and not know what's correct. In that case, you'll want to fall back on what we call "the basic rule of flag flying", which is demonstrated by the Cal 29 in the photo



of flag flying

below. Simply stated, the rule is: 'fly the biggest and longest flag from the tallest part of your vessel'.

Like they used to say in *Cosmo*, "If you've got 'em, flaunt 'em!"



LATITUDE 38/RICHARD

have you noticed?—cont'd

least a 50/50 mix of ads and editorial. This month it just wasn't possible. Our printer can't bind a book larger than 216 pages without putting his entire bindery department at a health hazard (the trimming knives fly off the machines at over 216 pages).

Because of this we not only don't have a 50/50 mix of editorial and advertising, but less than the normal number of pages of editorial. You may not believe it, but this imbalance causes us no small amount of distress. But we allow it for two reasons: first, it's important for the advertisers to get their messages out at this time of year, and secondly, doing this allows us to go a little heavier than normal on editorial during the other eleven months of the year.

We hope you all understand, and accept the fact that this is a once-a-year abnormality, not the beginning of an ominous trend. We value your readership, and always appreciate reader comments on the magazine.

may they forever wave

Concerned that Art Hood's letter on flag etiquette [Volume 92, page 41] might draw fire, the chairman of flag etiquette for the U.S. Power Squadron (you didn't know there was such an office, did you?) writes all the way from Birmingham, Michigan to say that Art had been correct in his postulations about the proper use of flags.

The chairman, who prefers not to be identified, states that the proper use of flags is governed by tradition. And just in case any of our readers are weak in that category, the chairman sent along the "Quick Guide to Shipboard Flag Display", which we've reproduced here. From now on, there is no ex-

the quick guide

FLAG	WHEN FLOWN	SAILING YACHT WITH ONE MAST	POWER OR SAIL YACHT WITH TWO MASTS
U.S. ENSIGN, U.S. YACHT ENSIGN	0800 to sunset	Flag staff. Optional when underway: peak of gaff if so rigged or 2/3 up leech of mainsail	Flag staff. Optional when underway: peak of aftermost gaff if so rigged or 2/3 up leech of aftermost sail
FOREIGN ENSIGN	According to local custom when in foreign waters	Starboard spreader (outboard halyard)	Starboard spreader (outboard halyard) of foremost mast
	When foreign dignitary on board	Bow staff or forestay	Bow staff or forestay
USPS ENSIGN	Day and night except 0800 to sunset when flown in lieu of U.S. ensign*. Only when in commission and under command of USPS member	As for power yacht with signal mast*	Foremost starboard spreader*
OFFICER (Incumbent or past)	Day and night when in commission	Masthead	Aftermost masthead
PRIVATE SIGNAL (HOUSE FLAG)	Day and night when in commission	Masthead	Aftermost masthead
SQUADRON BURGEE, YACHT CLUB BURGEE	Day and night when in commission	Bow staff if so equipped, or masthead	Foremost masthead
UNION JACK	0800 to sunset when not underway on Sundays or holidays or when dressing ship	(Not flown)	Jack staff
OFFICER-IN-CHARGE	Day and night during activity of which in charge	Above officer flag	Above officer flag
OWNER ABSENT	Day and night when owner not on board	As for power yacht with signal mast	Foremost starboard spreader as for power yacht with signal mast
GUEST	Day and night when owner absent and guests in charge	As for Owner Absent	As for Owner Absent

cuse for improper flag use in Northern California.

In a parting note, the flag etiquette chairman suggests that this guide is not likely to be in conflict with the revered-by-some "Chapman's", since the past Director of Education for the USPS has edited the last several editions of that book.

SIGHTINGS

boat show

Ten years ago Karen Thompson told Alameda's John Beery that she wanted to work for him, but that the job would have to be fun and interesting. So Beery turned over the San Francisco Bay In-The-Water Boat Show to her. "The first show blew my mind!" she says now, "and since then I've done everything from nail docks together to set up tents for the onshore displays to book exhibitors."

The In-The-Water show has more than tripled in size since the energetic Karen took the reins. The two most important things she's learned during that time have been 1) to create, foster and maintain a friendly atmosphere and 2) get new products. "You just can't let things get stale," she says.

You can see Karen's latest efforts from April 12th to 21st at Alameda's Mariner Square. A used boat show with yachts from 20 to 50 feet will be on display from the 12th to the 14th, followed by the new boats from the 17th to 21st. In addition to the dockside exhibitors, there will be small boats, dinghies and inflatables onshore, as well as marine accessories.

Among the new boats on display are: Passport 51, 47, 42 and 40; Beneteau 305, 11.50, 37 and 42; Pearson 28; Cheoy Lee 38 and 44; Hans Christian 41T; Baba 30; Panda 34, 38 and 40; Slocum 43; Crealock 34; Celestial 48; Tayana 37 and 42; Farr 10.20; Wright 10; Mull 45; Laser 28; Express 27; J/24, J/27, J/29, J/35. The J's will be racing in view of the show on April 20th and 21st.

Also the Catalina 22, 25, 27, 30 and 36; Hunter 28, 34 and 40, and the Humboldt Bay 30. And don't overlook entries from Morgan, Jeanneau, Non-Such, Niagara, Nauticat, Yamaha, Soverel, Newport, O'Day, Ericson, C&C, Elite, Ocean, Cape Dory, Sabre, Freedom, Findo, Pretorien, Worth, CS and Islander.

If that doesn't satisfy you, how about shoreside displays by Spiral, Lancer, Micron, Phase, Seabord, Laser, Hobie, Holder, Capri, Alpha, Hi Fly, BIC, O'Brien, Hybrid and Caribe Dory.

There are also free seminars to attend and two showings of Leslie DeMeuse's Big Boat Series movie, recently nominated for an Emmy Award, on Friday, April 19th at 1:30 p.m. and Sunday, April 21st at 1:30 p.m. Nearby eateries are available, as well as a new park overlooking the in-the-water display. Show hours are 11:30 to 6 on Wednesday through Friday and 11 to 6 on the weekends. Admission for adults is \$3 for the used boat show and \$5 for the new show, with kids 6 to 16 for \$2 and under 5 free. Buy a \$1 return pass and come back as often as you like.

For more information, call Karen Thompson at (415) 523-0922.

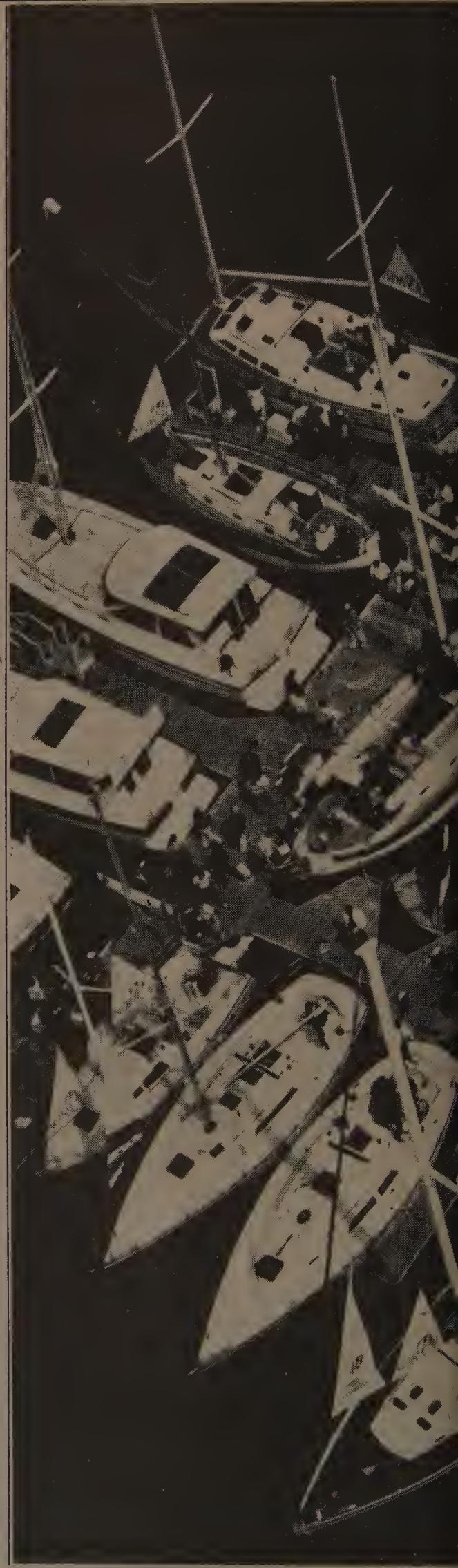
And for those down south, the Newport In-The-Water Boat Show starts with a used edition from April 11th to 14th, followed by a sailboat show from April 17th to 21st. In addition to domestic models, many foreign sailing yachts are expected from Europe, New Zealand, Canada and the Republic of China. With the strong American dollar still prevailing, many of these craft are quite affordable.

The Newport Show is located at Lido Marina Village and Yachting Center, Newport Beach. For more information, contact Duncan McIntosh at P.O. Box 1337, Newport Beach, California 92663 or call (714) 673-9360.

spring and summer series

In an open letter to *Latitude 38* readers, IYC Rear Commodore Ed McComas elicits a little of the salt-spray-and-beer-suds flavor of spring and summer evening racing: "You should really experience the Friday Night race scene at the Island YC in the Estuary. This group really knows how to unwind and raise a little hell after a week at the office! Their clubhouse is an old barnlike, two-story building that is so salty looking, a major midwestern brewery filmed a beer commercial there a couple of years back. It's a good thing they filmed at sunup rather than on a Friday night, or they may not have been able to show the commercial during prime time."

cont'd on next sightings page



spring and summer—cont'd

"Friday Night races at IYC have spawned a curious blend of hard-nosed racer and laid-back, beer-drinking cruiser-turned-racers who swap tacks up to Jack London Square, then take spinnaker runs down past Government Island before tacking up to the finish in front of the clubhouse. All of this maneuvering through a mixed fleet is fun and great practice for your crew."

The fact is, all evening series are fun and popular events, especially for those looking for a low-key entry into sailboat racing. For "hard-nosed racers," evening races are great for keeping crew work and strategies sharp. Some sponsoring clubs offer post race dinners for participants and the bars are open at all clubs for post race camaraderie, sorrow-drowning and lie-swapping. Most series are just that — five or more monthly or bi-monthly races whose cumulative totals decide an overall winner. The jointly sponsored Berkeley YC/Cal Sailing Club Friday Night events, though, which start on May 3 and run weekly until daylight savings stops, will be scored independently. There is no entry fee and no cumulative scoring in this relaxed, low-pressure format; all you need to have is a current PHRF certificate with your entry form. Another departure from the norm for the BYC/CSC Friday nighters, writes Paul Kamen, is that "Protests, believe it or not, will actually be encouraged by the race committee. (Both clubs have an ample supply of self-proclaimed rules experts on hand.) Hearings will immediately follow each race, and there's even talk of holding them in public for the educational/entertainment value!"

Here are some dates for upcoming spring and summer events:

Ballena Bay YC (Glen Miller, 523-5438 (h) or 869-2780 (w)): Spring Chase Series — 4/6, 4/20; Friday Night Series #1 — 5/10, 5/24, 6/7, 6/21, 7/12; Friday Night Series #2 — 7/26, 8/9, 8/23, 9/6, 9/20; Around the Rock (Alcatraz) Race — 6/15; Joe E. Brooke Memorial Race — 8/17.

Island YC (Ed McComas, 656-0559 (h) or (408) 742-0589 (w)): Spring Series — 4/26, 5/10, 5/31, 6/14, 6/28; Summer Series — 7/26, 8/9, 8/23, 9/13, 9/21.

Encinal YC (Doug Perry, 523-0293 or EYC 522-3272): Spring Twilight Series — 5/3, 5/17, 6/7, 6/21, 7/12; Summer Twilight Series — 8/2, 8/16, 9/6, 9/20.

Berkeley YC and Cal Sailing Club (Paul Kamen, 540-7968 or Bobbi Tosse, 939-9885); Every Friday evening from 5/3 until the end of daylight savings (10/27).

Sausalito Cruising Club (Elaine Kozak, 332-3380 or Paul Williams, 858-6526; Gus Dorn SCC Club Race — 4/6; Summer Series — 5/10, 5/24, 6/7, 6/21, 7/12, 7/26, 8/9, 8/16).

Corinthian YC (Jim Yost, (707) 585-0742 or CYC, 435-4771): Every Friday from 5/30 through Labor Day (9/2).

Sausalito YC (Gilbert Oliver, 986-1920 (w) or 474-5769 (h)): SYC Sunset Races — 4/30, 5/14, 5/28, 6/11, 6/25, 7/30, 8/13, 8/27, 9/10, 9/24; Laser Series — 5/9, 5/23, 6/6, 6/20, 8/8, 8/22, 9/9, 9/19.

Golden Gate YC (Ed Welch, 851-3800 or GGYC, 346-BOAT): Friday Night Series — 5/13, 5/17, 6/7, 6/21, 8/2, 8/16, 8/30, 9/6. Folkboat Wednesday Evening Series (for Folkboats, Bears, Thunderbirds and Knarrs) (Eric Carlisle, 433-3547) — 5/8, 5/15, 5/29, 6/5, 6/19, 6/26, 8/7, 8/14, 8/21, 8/28, 9/4

remembering the sea devil

Alameda's Harry Braun has a mission this summer. He and his son Kurt, who cruised to the South Pacific in 1983 aboard the 30-ft. sloop *Wings*, will be returning this year on their recently renovated Spencer 42 called the *Seeadler*. That was also the name of the famous German sailing warship captained by Count Felix von Luckner during World War I. Braun was von Luckner's last first mate, serving the adventurer in the late 1940's. In memory of his captain, Braun is sailing to Mopelia in the Society Islands where the original *Seeadler* wrecked in 1917.

Von Luckner was one of the last sailing warriors, and cut a dashing figure wherever he went. Braun recalls him as being well over six feet tall, fluent in six or seven languages, highly entertaining and physically very strong, able to bend silver dollars with his hands. Descending from a line of Prussian cavalry officers, he ran away to sea at the age of 13 in 1894. Vowing to return as a naval officer, he did just that seven years later after sailing around the world

cont'd on next sightings page

SIGHTINGS

sea devil—cont'd

and enjoying countless adventures.

The Count became quite a hero, rescuing five people from drowning on separate occasions. When World War I broke out, he lost the first ship under his command, but then drew the role of skipper of the 1500 ton *Seeadler* (*Sea Eagle*). Disguised as a Norwegian lumber bark, the ship's mission was to sneak through the English blockade and destroy as much Allied shipping as possible.

Sailing with a crack crew, von Luckner was outrageously successful. In 224 days he scuttled 14 ships with cargo worth up to \$25 million. Through it all, only one death occurred: a British officer was accidentally hit by flying



Harry Braun on a sentimental journey.

metal from a shellburst off the coast of South America. Captured sailors were treated almost royally by von Luckner, with champagne for the officers and books and records for the crews. Even ship cats were saved — at one point *Seeadler* had 144 of them onboard!

The *Seeadler*'s end came in the South Pacific in August of 1917. Running from Allied pursuers, the crew put ashore at Mopelia for supplies. Accounts differ as to how the ship ended up on a coral reef. Von Luckner maintains a tidal wave did them in, but American prisoners onboard say it was carelessness on the German's part. In any case, von Luckner and his crew were captured shortly thereafter.

Popularized by Lowell Thomas' biography, the *Sea Devil*, von Luckner enjoyed global fame in the years after the war. He lectured and travelled extensively and became an honorary citizen of several U.S. cities, including San Francisco. Twice he sailed around the world on goodwill tours, the second time on a ship called the *Sea Devil*, on which Harry Braun's father installed the engine at his Baltic Sea boatyard.

Von Luckner fell out of favor with Hitler's Germany in 1935. The Führer had given him a load of Nazi propaganda to distribute on one of his voyages, but the Count dumped it overboard soon after leaving port. Someone squealed and von Luckner went into hiding. He emerged at the end of the war to deliver a German city to the U.S. Army.

cont'd on next sightings page

towing in

With spring right around the corner, boaters thoughts turn to, among other things, cruising up to the Delta. In light of the Coast Guard's new towing policy — they won't tow-in non-emergency situations — Herb Hickman of Blackfin Boat Services thought you might like to know that there are several Deltaites you can call to the rescue in case of breakdowns, groundings or the worst scenario of all — running out of ice for the beer.

"If you are broken down with a minor problem, we will try to fix it so you can get underway cruising," he says. "If we can't effect repairs or emergency repairs, we will tow you to a marine mechanic or boatyard, your marina, or even a shoreside restaurant if that's where you want to go. We have even been known to deliver parts so you can fix the problem yourself, and bait and soda pop so your guest can fish while you crawl around the bilges."

The five tower/salvors in the "Delta Group" are Blackfin's Hickman and his wife Liz; Dave Halkyard of House of David, who has been in the towing business on the Delta for 16 years; Bob Shamrock of Steamboat Diving and Salvage, the only one who doesn't live right on the water ("Perhaps after 23 years of diving for the Navy, he's try-

better sailing

Back in the old days life was simple. Boats were made of wood and sails were made of canvas. You don't see much of either one of those materials around marinas anymore, however.

It's been years now since a hi-tech racing boat has been made of organic products of nature rather than the weird synthetics of the laboratory. When building a boat, for example, the following materials are frequently used: carbon fiber (graphite) for masts and booms and the inside skins of hulls and decks. Aramid fiber (most of us know it by the brand name Kevlar) in areas requiring high tensile strength, heavy loads, and impact resistance. Another is S-glass, an economic all around good material for compression load areas, for tensile strength, and extremely good in impact resistance.

Then, of course, there's sails. Most modern racing sails are loaded with kevlar. But mylar is still used to control bias strength, and dacron, because of its greater stretch, is still used for things like changing the camber of a sail.

As if all these synthetics aren't enough to completely confuse the liberal arts graduate, Dan Newland, winner of the 1982

the delta

ing to dry out," says Hickman); and Don Pasco of Shipwreck, the king of King Island. All monitor Channel 16, and all can be contacted through the Coast Guard station at Rio Vista.

Of course, we're not talking free lunch here. As we pointed out in an article last year, the days of free tows from the Coasties are over unless you're really in trouble or luck out and catch them on a training mission. Commercial towiers in the Delta charge from \$50 to \$60 an hour for their services (compared to \$75 an hour and up in the Bay).

Naturally, it's best not to need a tow at all. By making sure everything aboard is in proper order, the fuel tank and icebox are full, and by paying close attention to charts and tides, you can minimize the chances of needing a tow. It's nice to know, though, that help is not far away if something does go amiss . . .

"If you put a piston through your engine block while you are up here on a two-week vacation, don't panic: just call one of us," says Hickman. "We can deliver 50 pounds of ice, tow you to a nice quiet anchorage, pick you up in a week or so and tow you, while you troll, to one of our fine Delta repair yards. Just think of all the fuel you will save."

through chemistry

Singlehanded TransPac, says there's another new one on the way. Dan knows about this stuff, because when he's not sailing he is the marine products manager of Orcon Corporation of Union City. Careful readers of *Latitude 38* will remember that Orcon is the company that provided much of the materials used in the building of maxis such as Kialoa and Condor.

In a telephone conversation from Miami, Newland reported that on February 18 the Allied Chemical company publicly released a new material, something they call Spectra 900. The material has been in development for ten years, and Newland believes it has a bright future in the making of hi-tech hulls, sails, and sailing line.

Spectra 900 is said to have many advantages over kevlar. Although it's more flexible, it also has a modulus of elasticity 1/40th of kevlar — which doesn't stretch much itself. It has 30% more tensile strength than the two commercially available forms of kevlar, yet it is less brittle. It is more chemically inert than dacron or kevlar, and, very importantly, it's more resistant to ultraviolet light.

sea devil—cont'd

Harry Braun had his own problems during the war, serving in a Russian prison camp. He escaped and while returning to Germany he came across what was left of the *Sea Devil* in the Baltic Sea. Later he contacted von Luckner and the two planned another goodwill circumnavigation. After the Count married a Swedish countess, a Swedish student association donated a 65-ft. schooner to him. Braun served as first mate on the project. Unfortunately, the boat's bottom was rotten and before another could be found von Luckner's health began to deteriorate. The tour never took place.

Braun, who came to the U.S. in 1956, never forgot his charismatic captain, who lived to the age of 85. The new *Seeadler* will sail on May 1st, and Harry hopes to be in Papeete by July 14th for Bastille Day. He notes that two of the cannons from the original *Seeadler* now stand next to the post office in Papeete. Then it's on to Mopelia, 100 miles west of Bora Bora. "There are quite a few remains of the ship left," says Harry, "although much of it is encrusted in coral." Most important, though, will be fulfilling a dream he shared with the old *Sea Devil* himself.

new clubhouses

Did you know there are four yacht clubhouses being built or rebuilt around the Bay right now? We didn't either, but it's true.

With the relocation of their historic clubhouse complete, things are looking up — literally — for the South Bay YC. You may recall that the old clubhouse and other facilities in Alviso were hard hit by the flooding of a couple years ago. Since then the Santa Clara Water District and area Historical Society have chipped in a good deal of time and bucks to raise the clubhouse to higher, safer grounds. The structure, with a completely rebuilt floor and other renovations, now rests atop the levee, about 20 feet above the original site. An open house is planned for later this summer.

The SBYC, whose establishment in 1896 makes it the third oldest club on the West Coast (behind the SFYC, established in 1869, and the Corinthian



LATITUDE 38/JOHN

SBYC clubhouse moves up in the world.

YC, established in 1886), is also nearing completion of 120 feet of additional guest dock. If this "new" dock looks vaguely familiar, it could be because it used to be part of Pier 39. Although it's available for tie-ups now, the final pile-driving probably won't be complete until July.

May 5 marks SBYC's opening day this year. That's the Sunday after Corinthian's celebrated event and SBYC Secretary Ken Gardner invites boaters to come on down for the festivities, which include a breakfast, blessing of the fleet, decorated boats and probably a boat parade, although this last has not been confirmed. For more information, call Ken at (408) 263-1453.

cont'd on next sightings page

SIGHTINGS

clubhouses—cont'd

Over in Alameda, the members of the Ballena Bay YC outgrew their clubhouses and have signed up for a whole floor of the new building next to the Ballena Bay harbormaster's office. They'll be doubling their space, with room for a full kitchen, dance floor and meeting room. The big move is scheduled for September.

Over at Oyster Point YC south of San Francisco, club members are finishing the interior of their new home themselves. A contractor built the shell last

cont'd on next sightings page

important

It is with deep regret that we at *Latitude 38* have to announce we have withdrawn as sponsors for Sea of Cortez Race Week. There is one and only one reason for doing this, that being the financial liability we'd have to assume in case someone got hurt.

We explored the possibility of insurance, but nobody would touch it with a ten-foot pole. Written waivers are another option, but



notice

if you'd been to the First Sea of Cortez Race Week you'd know what a folly it would be trying to get those.

We'll be at Sea of Cortez Race Week, of course, and participate fully on a personal basis. But from now on all the sponsors will be Mexican businesses or the Mexican government, neither of which has anything to fear from the U.S. legal system.

**clubhouses—cont'd**

fall and they hope to move in by July 4th. Funding came from selling 65 lifetime memberships for \$1500 each plus the proceeds from a building fund that has been growing for 10 years. "This has been a long time coming!" says race and cruise chairman Kit Welsh.

And then there are the military personnel who make up the membership of the Treasure Island YC. Their old facility, built in 1966, was too small, so they're also expanding. Located at the Treasure Island marina, the clubhouse will have two heads and showers for members. "We had hopes of an open house on April 1st," says commodore Felix Conte, but construction by the Navy Seabees was running a little late.

Not as fortunate as the above are the members of the International YC, who are being evicted from San Francisco's Pier 42. The City's redevelopment plans call for destruction of the even numbered piers from 40 to 46. Replacing them will be the Rincon Annex project, which includes plans for a marina. IYC commodore William Lohmus says everyone from Mayor Dianne Feinstein on down promised to help, but nothing ever materialized.

The IYC was founded in Shanghai, China, in 1924, and moved to Hong Kong in 1949. San Francisco has been its home since the early 1970's. Its primary purpose is to host foreign sailors — they have reciprocal privileges with over 350 yacht clubs around the world. The 2,000 square foot facility at Pier 42 has space for temporary berths, sail and mechanical repair, translation facilities and more.

Lohmus says he would like to find another location for the club here in the Bay Area. They want a waterfront location, but don't need much berthing space. If a physical plant could be found, the IYC would also like to offer full yacht club facilities and open up for general membership. If you know how to lend a hand, call 731-5416 and leave a message.

wisecracks and crack wisdom

Remember this photo? We ran it a couple of months ago with a tongue in cheek letter from, ahem, Sherwin Williams, about how hard it is to find good painters anymore. It was all in fun, of course, but it turns out that the real owner of the Leopard 36, which is really a Cal 34, was not all that amused.



Blisters on the boat can lead to blisters on the hands, or blistering phone calls.

When we heard about his plight we couldn't help sympathizing with his feelings — blisters are no fun. Anyway, as the conversation progressed, it was obvious he'd learned a lot about the problem, and we asked if he would write

cont'd on next sightings page

crack wisdom—cont'd

down what he'd found and send it our way, which is exactly what he did. Thanks Maurice — and no hard feelings?

After spending approximately 87 days and \$2,300 in an East Bay boatyard, I feel that I am now the world's greatest authority on what not to do with blisters in fiberglass. However, I have received a lot of good advice, and I may possibly have part of the perplexing answer to this problem.

First of all, you're dealing with two moduli of material in a fiberglass boat — the hard, brittle gelcoat and the structural fiberglass. And let's not kid ourselves: hand laid up or chopper gunned, fiberglass is not waterproof. It also contains many small voids. I believe that, over time, the differing expansion and contraction rates of these two materials causes them to work against one another.

Examination of my 20-year-old hull and nine or ten other hulls in the yard revealed small, longitudinal cracks in the gelcoat. I believe these are the first stages of blistering. As the gelcoat ages and shrinks slightly, it cracks, allowing a small but crucial (to the formation of blisters) amount of water to reach the underlying fiberglass. There, it reacts with the air trapped in one or more of the small voids, forms gas and creates a blister. This theory is borne out by the fact that all blisters have a small amount of water inside.

With this in mind, let me offer this advice: when hauling the boat, look for cracking in the gelcoat. If you find any, restore the watertight integrity of the hull in the following manner:

1) Have the hull sandblasted. This will run about \$150 for a 34-ft boat and it's worth every penny. 2) Restore the original 12 mil skin thickness to the bottom. This will require about six coats — four gallons — of two-part epoxy. The \$240 this will cost is a lot cheaper than grinding and filling blisters and this material can be applied by a novice with a sponge roller, coat-on-coat with no sanding. If you apply two contrasting colors of epoxy you will know when to stop sanding on future haulouts. The boatyard did the sandblasting in 1½ hours and we rolled on the new epoxy gelcoat in one Saturday and Sunday session. I used a product called Proline for the gelcoat, but understand there are several others on the market that are just as good.

If this sounds like a lot of work, it is. It stands to reason, though, that if you restore the watertight integrity of the gelcoat in this manner, you won't have to worry about blisters again for a long time.

Good luck and good sailing.

— maurice frye

opening day all around the bay

April is Opening Day on the Bay month, with organized celebrations planned for Carquinez Straits, the Delta, the South Bay, the Oakland Estuary and the Big Kahuna itself on the central bay on April 28th. Hard core opening day fanatics should have plenty of opportunity to satisfy their annual craving.

What is Opening Day etiquette? That's hard to say. We've seen everything from French cut bikinis, topless Indian maidens, and male transvestites to blue blazers, red pants and leather deck shoes. For some, Opening Day is open season, sort of an aquatic Mardi Gras and Halloween all rolled into one. The consumption of alcohol can be downright frightening, but as long as everyone is aware of that and acts accordingly, we can avoid any tragedies.

There are also those who take Opening Day very seriously. The Coast Guard for one, which shepherds boats as they pass through the reviewing area off the Cityfront. The Pacific Inter-Club Yachting Association (PICYA), sponsor of the April 28th extravaganza is another. And those who enter the decorated boat contests frequently put many hours into their preparations.

REMEMBER, NO BALLOONS!

cont'd on next sightings page

oldies but

Thar's gold in them thar hills! Thar's also gold, silver, jewels and other treasure in them thar waters. In the wonderfully illustrated recent issue of *California Living Magazine* — the skinny tabloid that's usually the first thing to fall out of your Sunday *Chronicle* — John Grissom discusses the circumstances and approximate locations of ten lost treasure troves in Northern California. We're not going to go into the buried stuff until we put a downpayment on a metal detector, but we thought you'd be interested to know (if you haven't read the article) that five of the ten were ships and three are right in our own sailing backyard. In fact most of us have probably sailed right over one — scores of times! Of course, sailing over sunken treasure is a lot different than strapping pounds and pounds of rubber and metal and nylon to your body and doing anything about it, but it's still fun to think about, especially when you associate it with how Jacqueline Bisset looked in *The Deep*. Here's what's out there gathering barnacles:

City of Rio De Janeiro: You may remember this one from our *Wrecks of the Golden Gate* piece a few months back. This ship holds the dubious title of being the worst wreck in the history of San Francisco Bay — she took 129 souls to their watery deaths when, in fog, she hit a rock near Fort Point in 1901 and sank quickly. She may hold more than a dubious title, though. She may (stress "may") have \$75,000 in gold aboard, and a postal inspector testified he'd seen a further \$2 million in silver bullion in a strong room. Those are 1901 prices. Today, the gold alone would be worth about \$1.45 million.

Twenty years ago, Oakland treasure hunter Al Mikalow found a boiler gauge and other relics from the *Rio* in 45 to 75 feet of water near Harding Rock. He believed strong current pushed the ship under the Gate to that location before she settled. Mikalow couldn't raise the money needed to prove his theory, though, and to this day the *Rio* keeps her secret.

oceanic society

For those with some wanderlust to spare, San Francisco's Oceanic Society is offering several sailing expeditions this year. Among them are trips to Hawaii, Canada and the Virgin Islands. Some even offer active involvement in research projects, such as swimming with wild dolphins in the Bahamas to study interspecies communications, or photographing humpback whales off the coast of Alaska.

goldies

S.S. Lewis: In 1853, the northbound Lewis missed her turnoff for the Bay in the fog and clunked aground on Duxbury Reef. The crew or vessel were in no immediate danger, so they waited for morning when all hands were dinghied ashore. Then, while everyone stood around scratching their heads, building seas started to grind the ship up. By the next morning, there was nothing left of the ship, her freight or the \$20,000 in gold (today worth \$450,000) in her safe except a beach littered with kindling. The testimonies of survivors indicate that safe may lie in only three fathoms — 18 feet — a few hundred yards off Agate Beach. Are scuba tanks more expensive than metal detectors?

Golden Hinde — Okay, we know what you're thinking: no one ever proved Sir Francis Drake was really here, even though they named a Bay for him. True, true. But hey, you want historical accuracy — go visit the Spanish Archives. You want a treasure story — sit tight, here comes a good one.

Some scholars believe that the Hondius map (Hondius was a Dutch cartographer), which shows a hook of land many construe to be the Point Reyes Peninsula (and was one of the documents that started the whole "was he or wasn't he here" debate), is actually a treasure map showing where Drake, proper pirate that he was, buried several tons of plundered silver bars.

Wait! Before you rush out for the pick and shovel, there's more. Historian George Epperson believes the treasure was found about 400 years ago, but the ship on which it was loaded foundered on or near the Duxbury Reef. If it exists, Drake's booty could be worth — are you ready for this? — \$1 billion.

For that amount of money, we're willing to believe Drake not only visited here, but that he reincarnated as Jack the Ripper, Abraham Lincoln and W.C. Fields, and now tends bar at Quinn's Lighthouse Restaurant.

expeditions

You don't need special skills to go along, just a sense of adventure. Tours are limited to 15 participants and are led by professional naturalists. Fees range from \$350 for a three day excursion up to \$1,500 for long range cruises. For a free copy of their catalogue, write or call the Oceanic Society Expeditions, Fort Mason Center, Bldg. E, San Francisco, CA 94123, (415) 441-1106.

opening day—cont'd

Carquinez Straits

For a rundown of the different activities, start with the sixth annual Carquinez Straits event in Benicia on April 13th. The decorated boat parade starts at 11 a.m. at West Ninth Street. Entries will be judged on the theme of "Strait Carnival." On land there will be a boat show, kites, live jazz music and an art show. Veronica Tipton at (707) 745-2841 can fill you in with more details.

Bethel Island

On April 20th, It's "Westward Ho!" around Bethel Island in the Delta. The parade starts at noon, followed by a steak sandwich dinner at the San Joaquin YC at 5:30 p.m., an awards presentation at 8 p.m., and dancing at 9 p.m. Categories for boat decorations are 1) flags and/or balloons, 2) "Westward Ho!" or 3) classic vessels. Call 684-9985 for more information.

South Bay

Down in the South Bay, the Sequoia and Peninsula YC's host their parade on the 21st. Action starts at 11:30 off the Redwood City Municipal Marina. The theme is a toast to Marine World, with special appearances by a tiger and several other animals. Following the parade, the 60-ft ketch *Witch of Wood*, loaded with pirates, will stage a mock attack for your enjoyment. There will also be boat rides for the public and a blessing of the fleet by Father Cyril O'Sullivan.

Central Bay

For a more ecumenical blessing, you'll want to attend the April 28th Opening Day on the central bay. The Corinthian YC in Tiburon hosts a priest, rabbi and minister aboard a Navy ship anchored in Raccoon Straits. Starting at 9:30, the blessed funnel through the Straits and then proceed over to the Sausalito headlands northeast of the Golden Gate Bridge. The decorated boats fall in line behind the 145-ft official state tallship *Californian* at 10:30. The *Californian* is a full scale recreation of the 1849 Coast Guard cutter *Lawrence* that patrolled the California coast during the Gold Rush.

The decorated boats will be dressed to the theme of "Sea Circus." Among the prizes for which they'll compete is the Claude Benham Memorial, which goes to the club with the highest participation and whose members travelled the farthest to attend. Entry forms for this parade can be obtained from PICYA Vice Commodore Milton Morgan, 251 Kearny St., San Francisco, California 94108.

Following the decorated group come the powerboats, which will be led by the 70-ft *Hermana*, and the sailing vessels behind the 85-ft schooner *Wanderbird*. Coast Guard and Cal Maritime Academy ships will be on hand to make sure everyone stays in line until after passing Pier 45 on the San Francisco shore. From there you're on your own, with favorite rendezvous spots being Angel Island, Treasure Island's Clipper Cove and the Paradise Park area.

Estuary

And just in case you need to warm up for the 28th, the Metropolitan YC in Oakland is sponsoring an opening day for the Estuary on April 27th. The theme for decoration is "Sea Circus" and you can get an entry form from MYCO at 89 Jack London Square, Oakland, California 94607, or by calling 832-6757. The action begins at 11 a.m. with a party and awards presentation at 4 p.m.

For the Bay That Never Closes, all of the above is a lot of opening up. Have fun. Be safe.

public notice

Moss Landing Harbor District proposes to re-construct its north harbor ma-
cont'd on next sightings page

SIGHTINGS

notice—cont'd

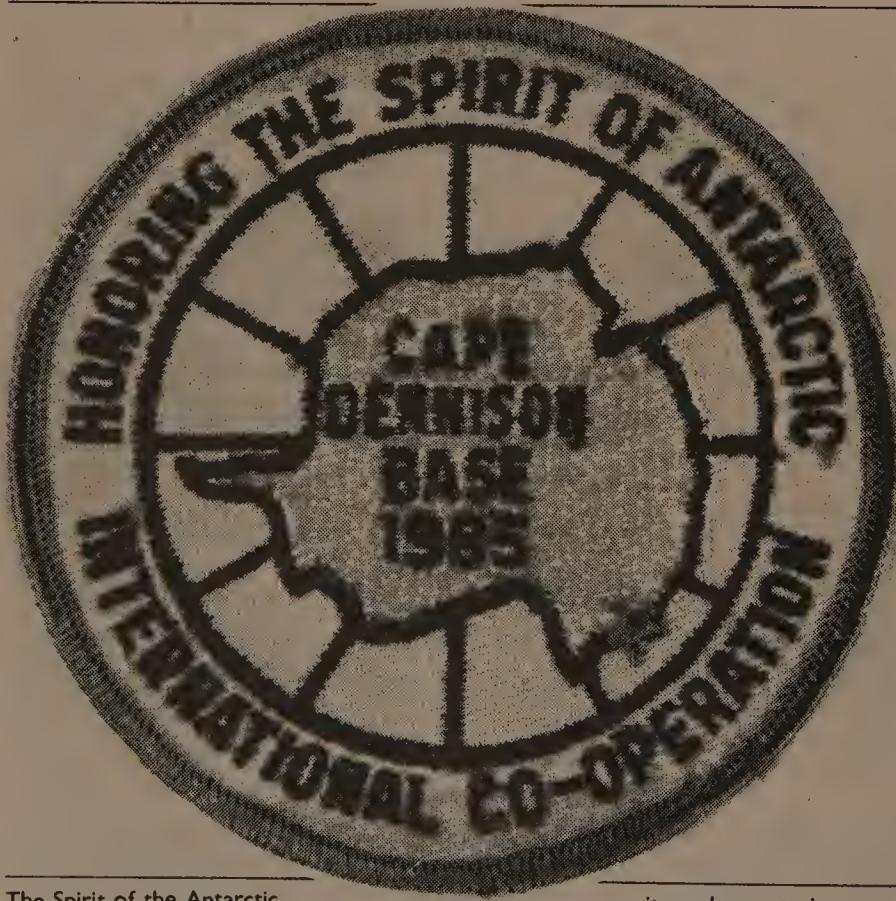
rina in Moss Landing, California. Application for funding has been filed with the California Dept. of Boating and Waterways. This project will involve new construction for vehicle parking, a new combination harbormaster office and restroom building, and complete reconstruction of an existing 100 berth small craft marina.

A public hearing is scheduled to be held at 7:30 P.M. on June 13, 1985, at the Harbor Office in Moss Landing on the feasibility of a private concessionaire or lessee constructing and operating the proposed project under contract with the Moss Landing Harbor District. Call (408) 633-2461 for further information. This notice is published subject to the requirements of Section 71.5 of the California Harbor and Navigation Code.

man of vision

Warren Pearson of Benicia isn't much of a sailor. In fact, he's not a sailor at all, which is why it's hard to understand why the 51-year-old biology instructor set out alone from Melbourne, Australia, on January 7th aboard a 37-ft steel ketch. He told his wife he was going to sail the South Pacific for a year. He told the Australian customs officials he was going to tour the islands off South Australia. What he didn't tell anybody was that he was going to set up a one-man scientific outpost on Antarctica.

Pearson, who is 51 and had a heart attack five years ago, says his desire to undertake this venture was inspired by a trip to the great, lonely continent



The Spirit of the Antarctic

— it can be contagious.

three years ago. He was a passenger on a cruise ship that made several stops, during which time he was "smitten by a virus that has afflicted many if not most of those who have ever seen Antarctica." His case almost proved fatal, but you do have to give the guy gold stars for his vision, if not its execution.

After coming home to his job and wife, Pearson secretly planned his return. He moonlighted to earn extra money for supplies, eventually spending \$40,000 on high grade camping equipment, food, fuel and a dinghy. He

cont'd on next sightings page

marina

It always bothers us to pass a place that's just being bulldozed down and not for the life of us be able to remember what stood there the day before. Well, for those of you who passed this site in Alameda, what used to stand near here was an old brick building. What you see below is Marina Plaza, its



LATITUDE 38/JOHN

plaza

replacement. For those of you "in the market", Marina Plaza is a nice place to visit — it's full of yacht brokers. Those of you racing the Friday night series on the Estuary will come to know the brand new Marina Plaza by the brand new wind hole it creates — ah, the price of progress.

man of vision—cont'd

even borrowed \$20,000 on his house overlooking Carquinez Straits.

In addition to studying plant and animal life at Cape Denison, 1,800 miles south of Australia, he wanted to act as "a spiritual emissary" representing the people of the world. Pearson pointed out in an article written before he left — but which his wife was not to look at until several months later — that hostile countries act cooperatively on Antarctica. By drawing attention to this fact, he hoped this spirit could spread to other parts of the world.

It didn't take long for the reality of the sea to catch up with Pearson, no matter how lofty his goals. A Force 11 storm thrashed his boat on the first day

cont'd on next sightings page



man of vision—cont'd

out when he tried to cross the Bass Strait on the way to Tasmania. After his rudder broke, he drifted for three days. He was able to set off his EPIRB, which brought an Australian freighter to his rescue. Pearson's boat, with all his expedition gear, sank 30 minutes after he was taken on the freighter. "I exchanged a gift with the Southern Ocean," he told the *Melbourne Sun* newspaper. "In return for my yacht *Fine Gold* it spared my life."

Pearson's return home surprised his wife, especially when he told her what he was really up to. It's hard to say who was more upset, although Barbara Pearson says her reaction was outweighed by his disappointment. "I wish I had taken my chances and continued on," he says, adding that he feels good having followed his heart and not rotting away without making a try at it. "Maybe you'll hear more about Antarctica from me someday," he says.

hazardous agency

Last month the Environmental Protection Agency proposed rules by which companies would be allowed to burn hazardous liquid wastes at sea. The EPA's Jack Ravan said the advantage of incineration at sea was that it would "remove the destruction from population centers." Out of sight, out of mind, we suppose.

In presenting the proposed rules, the EPA did not bother to wait for the final research on the safety of burning such wastes at sea. For example, it has yet to be determined what the effect of burning PCB's — one of the most potent causes of cancer in laboratory animals — would have on marine life.

Two incineration sites have been selected: one in the Gulf of Mexico and the other 200 miles off Point Arguello (or 285 miles south of San Francisco.) The sites were selected because they are far from fish breeding grounds and migratory routes of sea birds and mammals, because they have good dispersion, because they are remote enough to preclude the wastes spreading to shore, because they are far from shipping and recreational fishing and sailing, and because the areas have favorable weather. Some cynics suggest that the sites were also selected on the basis of their great distance from EPA headquarters in Washington, D.C.

The EPA's proposed rules may go into effect after public hearings and 90 days of public comment. A spokesman for the EPA suggests that this won't be until October at the earliest.

Highlights of the proposed rules are as follows: 1) radioactive materials or materials containing high concentrations of metals may not be burned; 2) an EPA employee with the authority to terminate a burn must be on each voyage; 3) test burns, environmental monitoring and plans to clean up spills are required.

While we at *Latitude 38* salute the EPA for the courage it takes for wanting to be leaders in putting the world's oceans at risk, we still have some minor reservations about the concept of burning hazardous wastes at sea. One such stumbling block is outlined in the report given last month by the Office of Technological Assessment, a bipartisan congressional advisory panel.

The OTA's report suggests that the EPA must now stare at a \$100 billion price tag to clean up the 10,000 hazardous waste dumps on land. What makes it all the more discouraging is the report concludes that some of the technologies used to clean up the hazardous waste dumps simply have not been effective and will have to either be done again or improved. The report claims that a mere six of the 546 dumps that have been treated are completely cleaned up.

While we have all the faith in the world in government bureaucracies, it seems to us that until such time as the EPA has demonstrated a knack for riding herd on hazardous wastes so conveniently dumped on land, they should leave our seas alone. We don't want the *Latitude 38* quiz for 1990 to be how many times greater will the tab be for cleaning up our oceans than it was for cleaning up our land.

And let no Northern California sailor be under the impression that toxic
cont'd on next sightings page

grandma ardie's

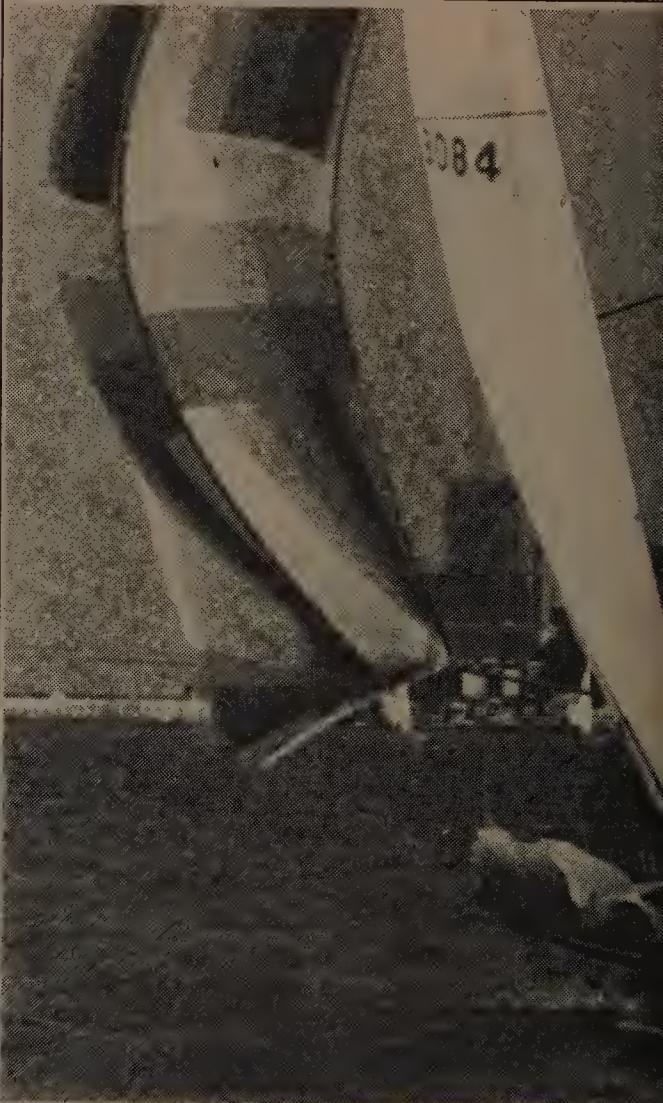
In recognition of the fact that not all people over 50 share the same sailing space — to coin an old hippie phrase — as all those under 50, a woman from Davis who calls herself "Grandma Ardie" has begun a Silver Strands Crew List for sailors over 50.

Grandma Ardie is not in it for the money, just to get the ball rolling. Here's how her idea came about:

"I've sat around on my boat so many afternoons waiting for someone to come along whom I felt comfortable with asking to accompany me on a sail or waiting for a

new

The folks up at Clear Lake have come up with a good idea for a race: a 26 mile marathon around their beautiful body of water. For centerboard or keel boats over 19 feet, the race will use PHRF handicapping. The corrected timewinner will have his or her name emblazoned on the pewter perpetual cup. Even if you're not fast, says race originator Jim Ziebell, you'll still get a prize — he's got several companies donating



silver strands team 50

"maybe" to show up. There must be tons of over-50 people out there in *Latitude 38's* readership who would like to be put in touch with others like themselves. In fact, I can envision "Team 50" cruisers, or Bay racing with an entire crew of silver (or shiny) heads. Maybe even a TransPac someday. Go Team!"

We support Grandma Ardie's efforts completely, and to that end suggest you write TEAM 50, 139 G Street, No. 28, Davis, California 95616, for a Silver Strands Crew List form.

race

prizes for those who attend.

Race headquarters will be at the Konocti Harbor Inn on the west side of the lake, and you need to be equipped to sail at night. Ziebell says late spring is usually a good time for breeze, though. You can find out about accommodations by calling the Lakeport Chamber of Commerce at (707) 263-6131, and there's good camping too. For race details, call Ziebell at (707) 277-SAIL.

hazardous—cont'd

wastes and such are not a problem close to home. Just two months ago we wrote about the problem at Kesterson and the wishes of some to route all that serious garbage down the Delta, through the Bay, and out into the ocean.

Then in early March the State Department of Fish and Game announced they'd detected record levels of pesticides in shellfish taken from the national marine sanctuary at Monterey Bay's Moss Landing. Officials were stunned at how high the readings were and at first did not believe them. Unfortunately no mistake had been made. In response to the high readings, the Monterey County Health Department has posted warnings that the shellfish should not be consumed by humans. Since shellfish are at the bottom of the food chain, their polluted bodies will soon be food for those animals higher up in the chain, but not high enough up to read health warnings.

How can the EPA expect us to believe they'll be good stewards of our oceans until they can prove they can handle the easier jobs on land? Frankly they can't. We at *Latitude 38* urge all our readers to protest vehemently against the EPA hazardous waste ocean incineration proposal when the time for public comment arrives. The tremendous risks simply can't be justified.

southern wisdom

It was only a few months ago that boaters were in an uproar about the Richardson Bay Special Area Plan. All the turmoil seems to have subsided after the Sausalito City Council voted to wait three years to enforce the provisions of the Plan. An optimist is a person who believes that the whole conflict won't erupt anew three years from now.

As we wait for that deadline to approach, it's interesting to note what a

cont'd on next sightings page

image a trois



SIGHTINGS

wisdom—cont'd

local government did in another area of California that has a similar anchor out/liveaboard problem. That area is San Diego, where some 425 recreational vessels are at anchor or on moorings. While some people encouraged the San Diego Port District to eliminate long term anchoring in the bay, the Port District took what seems to us a far more intelligent approach. They decided to work with the boatowners that have been there so long.

In fact, a short while ago the Port Commission awarded a \$125,000 contract for the installation of 50 buoys at the Laurel St. roadstead. Once the buoys are in — construction started last month — current liveaboards in San Diego Bay will get first crack at them. They'll be charged \$30 a month for the use of the buoys. Such liveaboard vessels must prove they are seaworthy and self-propelled, and that they have the proper fire-fighting and sanitation equipment. They also must be properly registered.

The Port District has saw fit to provide more than just mooring buoys at Laurel St. On shore there will be a dinghy landing, restrooms and parking. How logical, how sensible.

The Laurel St. roadstead is just the first of eight small craft anchorages in the works for San Diego Bay. In all, the Port District plans to provide facilities for not only all of the current 425 recreational boats moored on the bay, but an additional 200. An unspecified number of these moorings will remain set aside for transients.

The eight small craft anchorages are all part of a master plan to rid the bay of deserted and neglected vessels during the next two years. In much the same way the BCDC and various Marin governments decided to rid Richardson Bay of all vessels, not just those that are deserted or neglected. The Richardson Bay Plan is the hard-hearted, non-compromising vehicle by which they plan to achieve their goal.

Isn't it ironic that a great conservative bastion like San Diego solved their anchor out problem in a manner that was people-friendly, and supportive of individual rights, liberties and freedoms. And given the exact same problem, Marin County — which prides itself in its humanity and liberalism — elected to throw everybody out lock, stock and barrel. You can't help but wonder what the world is coming to when San Diego government begins looking enlightened and Marin government appears repressive. And how embarrassing to have to look south for leadership!

classy organizations

Several Bay and surrounding area sailing organizations are starting, restarting or simply wanting to make themselves known to potential members. These are the ones we know about. If we've left out anyone, let us know.

Hans Christian Owners Association

This recently formed organization meets on the second Wednesday of each month at 7:00 p.m. at the Hans Christian offices in the World Yacht Center, 1070 Marina Village Parkway, Alameda. This is near the Alameda Tube, for those who drive in, and on the Oakland Estuary for those who sail in. Bill Patience, 887-6277, or Sheila Van Pelt, 435-9660.

Merit 25 One-Design Association of San Francisco Bay

This three year old fleet presently boasts 26 boats, about half of which will race in YRA's One-Design Class Association series this coming summer. (The Merit 25 raced in SYRA last year). Other activities for 1985 include participation in the Twilight Series on the Estuary, the Doublehanded Farallones race, MORA and MORC and lots of socializing. Chris, 524-9655.

Melody Fleet

"We want to reestablish a Melody sailing fleet on Tomales Bay," writes Bob

cont'd on next sightings page



wants to calm

The folks at Greenpeace are gearing up for some sailing activism on the West Coast with a 44-ft Brewer pilothouse cutter called *Alcyon*. Greek history buffs will recognize this as the name of the daughter of the god of wind Aeolus, who was said to have a calming effect on the waters. Greenpeace hopes their efforts to protest toxic pollutants in Los Angeles and on the Bay will have a calming, or perhaps a cleansing effect on these waters.

Oakland's Rob Michaan will be skippering the *Alcyon*, which was due to be trucked west from Florida in mid-March. After commissioning in San Diego, the vessel was headed for L.A. for two weeks of campaigning against a major polluter. Then it's north

organizations—cont'd

Wing of Inverness. In the 1950's, this Bill Ascroft-designed 10-ft dinghy was popular in SBRA races. The new organization is looking for boat plans, hulls, sails or other Melody parts. Bob, 669-7402.

Catalina 38 Owners Association

This organization's first meeting was held on March 4. The next meeting will be held at the Coyote Point YC on April 13, and will include an informal, no-spinnakers race and election of officers. Farallone Yacht Sales (Alameda), 523-6730.

Westsail Owners Association

The Westsail Owners Association began in 1980 with 25 members. Today, the organization has a worldwide membership of nearly 350. Events include several yearly rendezvous across the nation and several races, including the Bachman Cup, the equivalent of a national championship for the class. A bi-monthly newsletter keeps members in touch with each other and with the latest in sail trim, engine repairs, construction techniques and so on. George Bachman, P.O. Box 112, St. Mary's City, MD 20686.

Tayana

"We are one of the select group of boaters in the Bay Area to own a Tayana," write Karen and Charley Petersen. "She is as much a joy to look at as she is a delight to sail." The Petersens are in the process of instigating a club of like-minded sailors, and already have a variety of sailing events planned that are designed to please all interests. 444-8038.

North American Sailing Association

"We are members of a small fleet of trailer sailors here in Northern California who cruise the inland lakes, the Delta and the Bay annually beginning in April and ending in October," writes Dick Racki. "Boats assemble at the cruise site on Saturday morning. We camp overnight on the boats and leave Sunday afternoon for home. We would like to extend an invitation to any trailer sailors who are interested in sailing on a variety of Northern California lakes and waterways." Bill Watson, (707) 996-7509 evenings, or Dick Racki, (916) 666-1811 evenings.

Cal 2-27 Association

This is one of the most active and competitive one-design class associations on the Bay, and well worth joining for anyone who owns one of these racer-cruisers. A good example of the many events on tap for Cal owners is the annual Racing Tune-Up weekend to be held at Sobstad Sails in Brickyard Cove in Richmond on April 20 and 21. 499-8097.

Columbia Challenger Association

The Challenger organization, begun way back in 1964, is still alive and well. There are currently about 20 members, and interested owners or potential owners of these venerable little 24 footers are urged to take part in what the organization has to offer. The Association's spring dinner is scheduled for April 20 in San Francisco and any Challenger owner, crew and friends are invited to attend. Jim Adams, 461-8919 or Rich Stuart, 456-6915.

Ranger 33 Association

This is a potential member looking for an association rather than the other way around. "Do you or your readers have any information on the past or present status of the Ranger 33 fleet?" writes Frank Petrie. "I'd like to get together with other Ranger 33 owners to share cruising and racing information, and possibly generate some interest in one-design racing on the Bay or ocean. We are going into our second season with *Fearless Heroes* and would like to have more Rangers rounding the buoys with us." 527-2061, or drop a line to 830 Carmel Avenue, Albany, California 94706.

safety harness

Ladies, do you ever feel a tightness in your chest when sailing in heavy weather? Many women do, and most of them tend to blame it on tension caused by the sailing conditions. That could be the explanation, but the folks at Survival Technologies Group in St. Pete, Florida have come up with another theory. After a great deal of research, they discovered that men and women have different anatomies. The result is that the normal safety harness that fits just fine on men, tends to squash the relatively larger chests of women. Thus the discomfort.

To eliminate this problem, Survival Technologies Group designed the Cape May safety harness especially for women. As evident in the accompanying photograph, the harness fits above the chest, not on top of it. The product meets all Offshore Racing Council standards, which means all joints are lock stitch sewn and that the harness can withstand 3,000 pounds in a drop test. The harness is made of blue nylon webbing and features lightweight custom stainless steel hardware.

The anatomically correct Cape May safety harness retails for \$45, and you should be able to order one from your local chandlery. A harness like this makes a thoughtful gift.

the waters

to demonstrate against four alleged polluters of the Bay. After working to save whales, dolphins and baby seals, the Greenpeacer's want to save other species at risk, including humans.

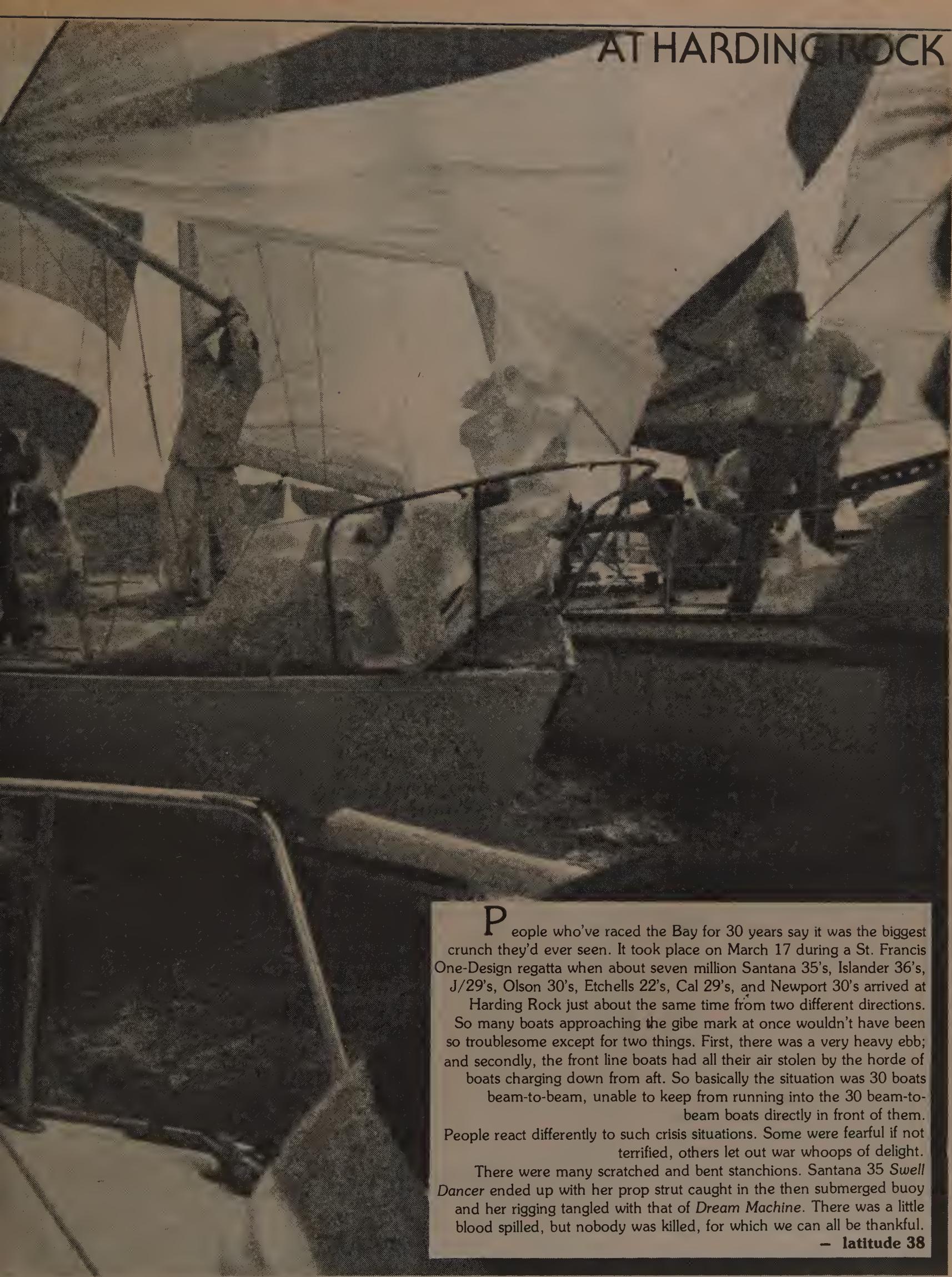
Michaan says the *Alcyon* will be in San Francisco for about three months, with plans to head north at the end of June. During her stay here, the boat will need dock space in the central Bay and volunteers for maintenance, research and even some sailing. If you'd like to get involved — with the awareness that this is activist sailing, not just leisurely cruising — leave a message for Rob or David Rapaport at the Greenpeace office, 474-6767.

— *latitude 38*

A SMASHING GOOD TIME



AT HARDING ROCK



People who've raced the Bay for 30 years say it was the biggest crunch they'd ever seen. It took place on March 17 during a St. Francis One-Design regatta when about seven million Santana 35's, Islander 36's, J/29's, Olson 30's, Etchells 22's, Cal 29's, and Newport 30's arrived at

Harding Rock just about the same time from two different directions.

So many boats approaching the gibe mark at once wouldn't have been so troublesome except for two things. First, there was a very heavy ebb; and secondly, the front line boats had all their air stolen by the horde of boats charging down from aft. So basically the situation was 30 boats beam-to-beam, unable to keep from running into the 30 beam-to-beam boats directly in front of them.

People react differently to such crisis situations. Some were fearful if not terrified, others let out war whoops of delight.

There were many scratched and bent stanchions. Santana 35 *Swell Dancer* ended up with her prop strut caught in the then submerged buoy and her rigging tangled with that of *Dream Machine*. There was a little blood spilled, but nobody was killed, for which we can all be thankful.

— latitude 38

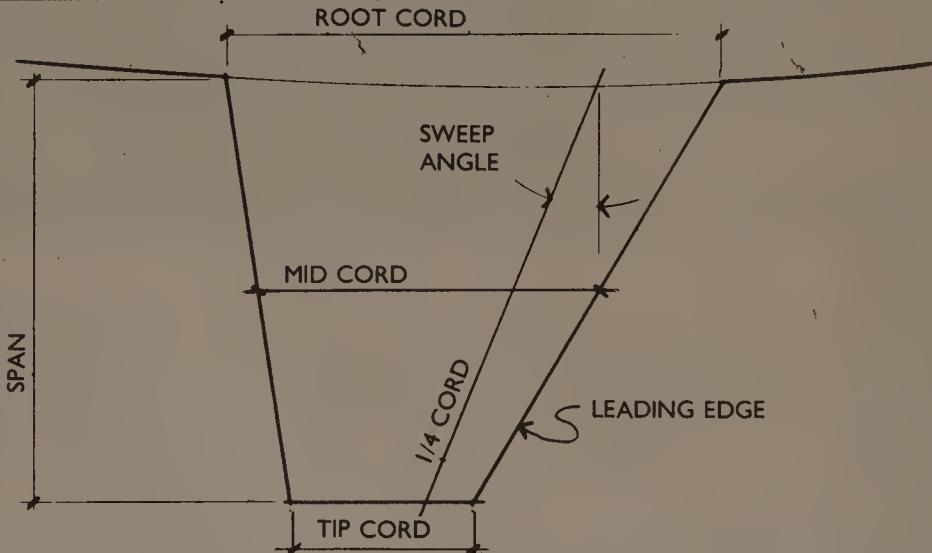
ELLIPTICAL

Is nothing sacred? Just when we have accepted the fact that keels are rectangular in shape, we are now asked to swallow the fact that some of them are round on the bottom, and what's worse, that some of those round keels are even winning races! For as long as I can remember cornflakes boxes have been rectangular, the stucco-and-plaster suburban home I grew up in was a rectangular, and even BMW's have always been square! Architecture the world over has been inspired by the box, for example the works of designer Mies van der Rohe and the "glass box" skyscraper. Even Ocean Spray cranberry juice now comes in those little paper boxes instead of big round bottles. So why elliptical keels?

In my article "By Design-Keels" [Latitude 38, Sept 1980] I explained six major characteristics which can be used to define a keel, to which I'll add a seventh. The last three are the ones which have influenced the birth of the elliptical keel.

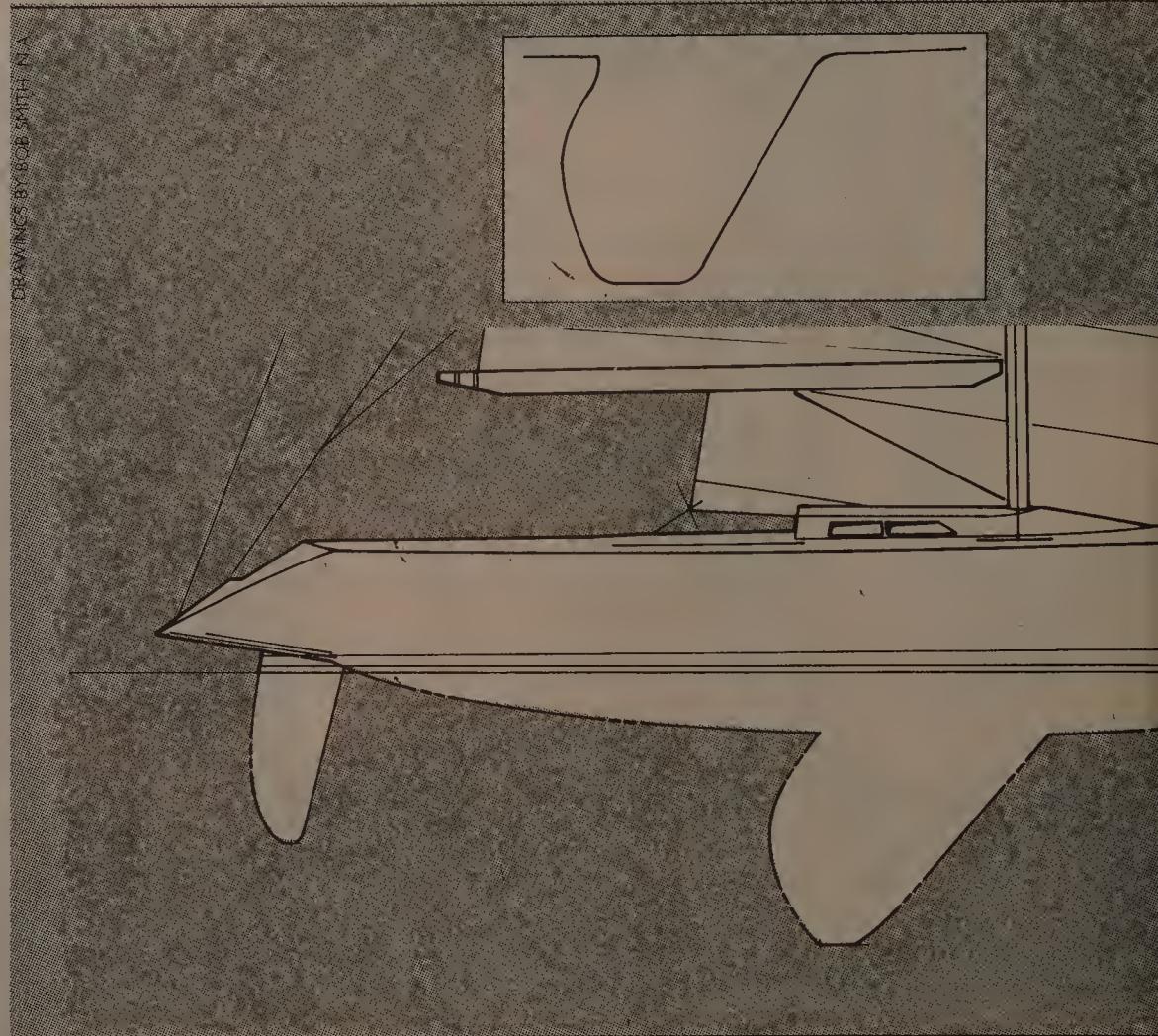
✓ **Lateral Area** — Simply the projected area of the keel looking from the side. Although the keel areas have been shrinking over the last 30 years, a minimum size is needed to resist the side force of the sailplan.

✓ **Aspect Ratio** — The ratio of the span (depth) of the keel to the midcord (length 1/2 way up). Higher aspect keels produce greater lift, heel the boat over more, and, when cruising, restrict access to shallow areas.



✓ **Sweep Angle** — Measures how raked back a keel is by comparing the angle between vertical and the 1/4 cord line. (See Figure No.1.)

✓ **Sectional Shape** — The "foil" shape of the keel. Each designer has his favorites, usually derived from National Advisory Committee for Aeronautics wind tunnel data. Different shapes are better in rough water, or for downwind, and some hold



more lead than others.

✓ **Planform Shape** — Simply the profile shape of the keel. Basic shapes are "rectangular" with parallel leading and trailing edge, "tapered" with the bottom cord being shorter than the top (root) cord, and now

Above, elliptical keel and rudder for the new Smith 43 'High Risk'. Right, Spitfire with elliptical wings. Inset, Coyote's semi-elliptical keel.

discussed elliptical keel.

✓ **Center of Gravity Height** — Is how high (more importantly, how low) the lead ballast can be concentrated in a keel.

The above seven items describe the geometry of a keel. The next two terms describe the performance of a keel:

✓ **Lift** — Lift is the side force generated by a keel when exposed to a flow of water not parallel to the keel. This is the force that keeps a boat from going sideways upwind. You get more lift with greater *Lateral Area* and a higher *Aspect Ratio*.

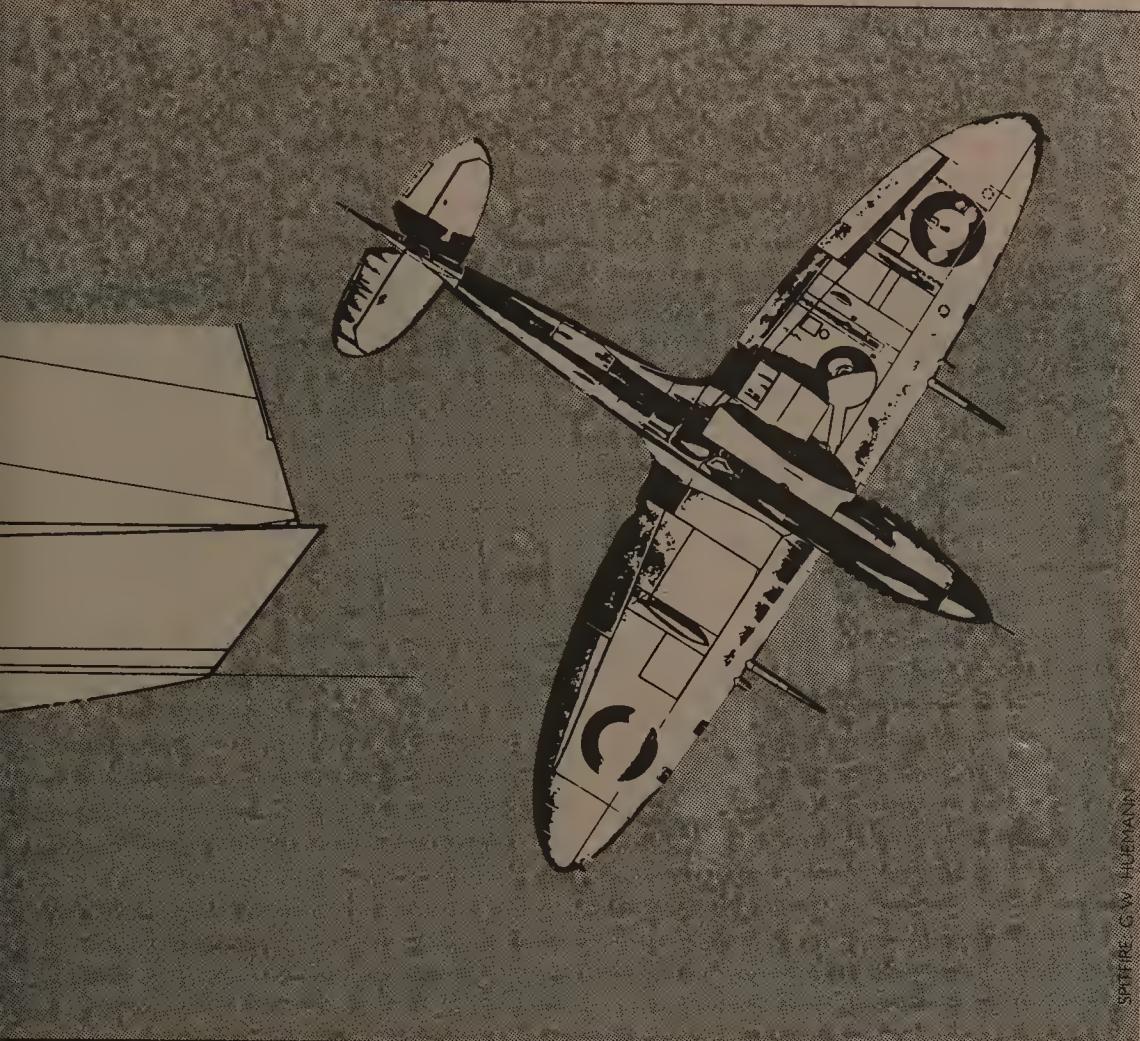
✓ **Drag** — If it were not for drag, we would simply make big keels with tall aspect ratios. However, drag also increases with size in two ways. First, *Frictional Drag* is caused by wetted surface of the keel — a bigger keel has more skin friction. Second, when the keel is exposed to an angle of attack, it also has *Induced Drag*. This is due to energy lost from eddies and tip vortices that are especially concentrated at the keel's bottom. (Notice how we are beginning to talk about the bottom of the keel, where these mystifying elliptical keels look so funny.)

Enough with all the schoolwork and let's get to these elliptical shapes. In 1978, Bruce King, who drew most of the Ericson Yachts,

Figure 1, figuring out the geometry of a keel.

"elliptical".

✓ **Taper Ratio** — Describes how much the keel is tapered as a ratio of the length of the tip cord to the root cord. Theoretically, a keel with a taper ratio of 1/3 (the tip is 1/3 as long as the root) is optimal for boat keels and performs nearly as well as the to-be-



lighter keel has the same stiffness as a boat with the heavier mast and heavier keel! (The first boat, in addition to being lighter, also has far better pitching qualities.) An elliptical keel, because of its smaller bottom, cannot carry as much lead as low as a conventional keel, so it lends itself well to the modern hull trends.

When weight placement is not a consideration for foil shapes, there is no reason not to use elliptical planforms. In designing a new rudder for the Nelson/Marek 41 *Clockwork* last summer, I didn't hesitate to choose an elliptical shape. When asked recently to design a new rudder and keel for the 62-ft downwind speedster *Ragtime*, I opted for an elliptical rudder, but not an elliptical keel. *Ragtime's* main fault is her lack

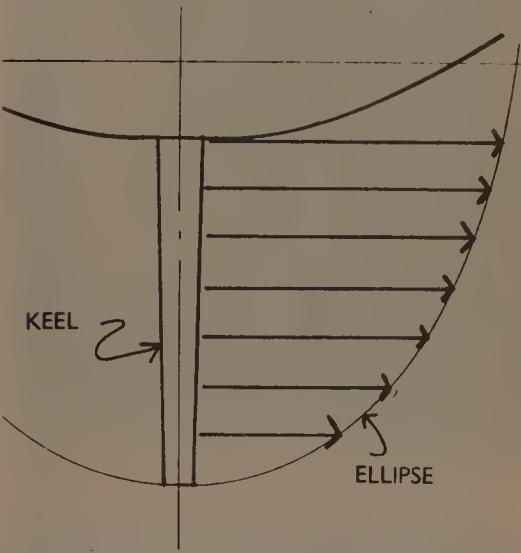


Figure 2, showing the optimum span-wise pressure distribution.

noticed that many researchers such as naval architect Jay Paris and Pierre Desaix were extolling the virtues of having keels with large taper ratios. To test this, King built three wooden keels and tested them on two identical 14-ft Lasers. The one with the highest taper ratio was clearly superior both upwind and down.

There is an explanation for these results. Looking at the keel from the front, imagine that there are many little "pressure sensors" imbedded in the leeward side which

their Spitfire fighter, even though it increased construction costs. The fighter was extremely effective and has become known as the plane that saved England against Germany's daytime air raids.

So the reason Bruce King's highly tapered Laser keel worked so well was because it most approximated the elliptical pressure distribution. I can't say that he started the current elliptical keel movement because 30 years earlier the Finn, 5-0-5, and other high performance dinghies used this centerboard shape. He certainly got us designers thinking about it again, though.

We may soon have elliptical fruit juice cartons!

measures the lift at various points up and down the span of the keel. We can represent the amount of lift at each sensor by the length of an arrow. When the heads of all the arrows are connected, the resulting curve is a graph of the "span-wise pressure distribution". (See Figure 2.) If the shape of that curve is an ellipse, the keel will have the least amount of induced drag.

This elliptical shape works well in air as well as water. In World War II the British preferred the elliptical shape for the wings of

So why, you might ask, haven't elliptical keels been popular until recently? Until the advent of modern construction techniques and high modulus, light-weight materials such as carbon fibre, Kevlar, and good glass filaments, yacht design has been a constant struggle to get a boat stiff enough by concentrating weight down low. Today, the stability is achieved without lead deep in the keel, but with all weights concentrated in the middle of the boat. As an example, a forty footer with a 50 pound lighter mast and a 300 pound

of stability caused by her narrow ten-foot beam. It would be defeating the purpose of ultralight to increase weight, so we decided on a trapezoidal keel with a nine-foot-long bulb on the bottom — the complete antithesis of an elliptical keel.

Should you go out and replace the keel or your rudder with an elliptical one right now? No, not unless there is something else wrong with the keel or rudder. Today we can make lighter Rudders with roller bearings in the shaft that makes steering a dream. We can design keels which can produce more lift and less drag than an "un-modern" one. If these and other problems exist with your boat, then you might want to explore the possibility of an elliptical shape. I'm quite sure this trend will continue. In fact, I predict that soon we'll have elliptical cranberry juice cartons!

— bob smith, n.a.

THE SINKING OF

One of the most active Bay Area boats, the 70-ft marconi schooner, *Stone Witch*, sunk in Mexico after striking a reef near Tenacatita Bay in late February. The entire eight person crew was quickly rescued by a nearby boat and taken to shore. No one was seriously injured. After extensive dragging, the boat has been located in 180 feet of water. Owner Alan Olson hopes to raise her.

One of the crew, Leigh Ann Beavers of



Captain Alan Olson.

Santa Cruz, gives her perspective on both the *Stone Witch* and its tragic sinking:

"Michael and I walked out of Los Pelicanos and stood near the dinghies on the beach. For a moment I forgot the afternoon's events and looked out on the ocean in a vain attempt to see the *Stone Witch*. Then I remembered she was gone, she had sunk just a couple of hours before. It was a weird feeling to have forgotten, even for a minute. For there we all were, in wet clothes, clinging to a few salvaged belongings."

The *Stone Witch* hit an uncharted, submerged rock at the southern tip of Tenacatita Bay (about 50 miles north of Manzanillo) at 4:43 p.m. on February 26. Our crew of eight, myself included, escaped shaken but uninjured.

My association with the *Stone Witch* began in 1971, the year Alan, along with my mother, Kathy Beavers, and Michael O'Keefe started to build her. One of my first memories of the *Witch* is of her plans mounted on boards and lying on our living room floor.

ALL PHOTOS COURTESY OF THE STONE WITCH FAMILY

The boat was built in Alviso, although for the first several years we still lived in San Jose. Almost every day we'd climb into our old pink station wagon and drive out First Street to the Alviso boatyard. This was back in the days when all you saw on the way was orchards and fields. The boatyard was really something then, I've heard it called "the ferro cement capital of the world". There were a lot of dreams in Alviso.

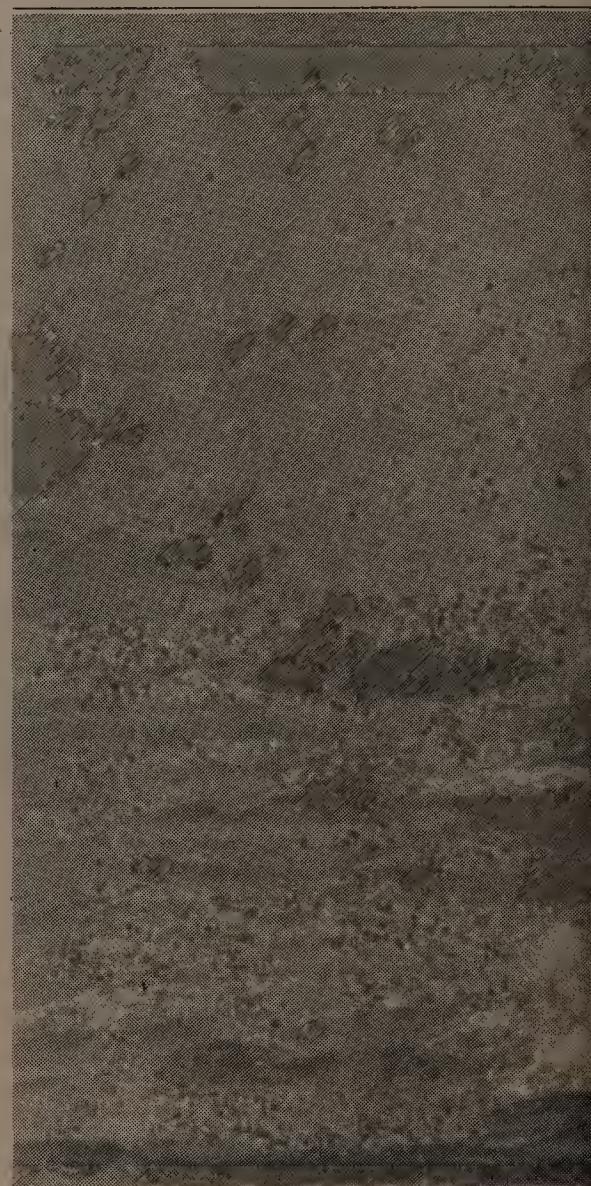
On February 6 of this year, my brother, Lake, my friend, Carmen, and I joined the crew of *Stone Witch* in Mazatlan. Darryl Porter, Michael Seaman, and Alan Olson were already aboard. Jennifer Baker joined us in Puerto Vallarta, and we continued south to Tenacatita Bay. Our last day in the bay was a busy one. In the early morning Lake and Michael went fishing, and later returned to join the crew in snorkeling, walking, napping and windsurfing. Some of the others just shot the breeze and tinkered around on the boat. It was a fine day on the boat, the kind that made me glad I was in Mexico. With a good afternoon breeze, 15 to 20 knots, we set sail and headed for Barra Navidad.

As we sailed by the Club Med resort, we went in close enough to flash then our "jolly roger", something the crew, especially Darryl, enjoyed doing. After that and some fresh orange juice, I went down in my bunk to take a nap.

I don't know how long I had been sleeping, but when I heard the crash I was suddenly awake. I jumped out of my bunk and moved into the salon. Michael also came running out, grabbed my arm, and yelled, "Get up on deck! Get up on deck!" I was really scared. In one hand I grabbed a small bag of my possessions and tried to climb out



Launch day in Alviso.



the companionway. With the boat listing heavily to port, it seemed like it took forever. I did not go below again.

Once on deck I made a quick crew check to be sure everyone was accounted for. After I saw everyone was there, I felt better. Then I looked over and saw the reef and began crying — it was really frightening. Everyone quickly put on their lifejackets. I remember gathering up everyone's shoes on deck, thinking we'd need them on the rocky shore.

We could all tell the *Stone Witch* was in bad shape. The initial impact had inflicted heavy damage amidship on the starboard side near the galley stove. Twice more she was lifted and dropped heavily on the reef. The fourth surge lifted her off the reef into deep water again, and Alan decided to try and sail her to the beach. He yelled at us to start bailing and operate the bilge pump. But

THE STONE WITCH



Above, beating across the Gate in a stiff westerly during 1984. Below, Leigh Ann Beavers was asleep when the 'Witch' struck the reef.



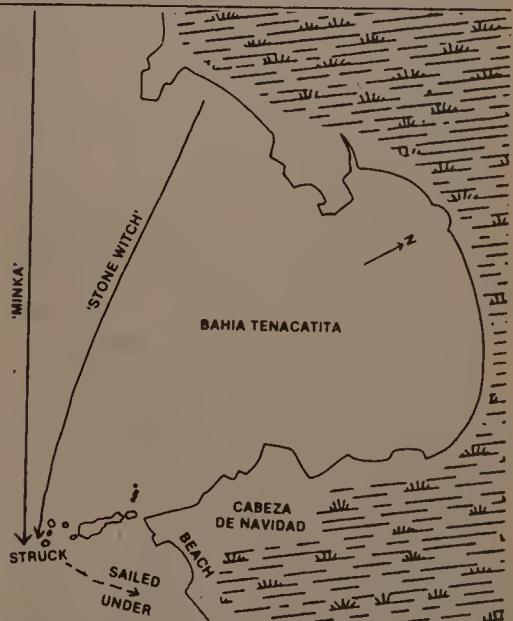
it was hopeless. After just a couple of minutes the main cabin and galley were half full of water; the floorboards were floating, so were bananas, spice bottles and empty tape cassettes. We had to abandon ship.

When our inflated Avon got away from us, we quickly found the Avon pump and started inflating the second one. The wooden dinghy, which almost immediately sank, and the liferaft were also made ready. Five of us got in the Avon and three of us in the liferaft. Alan was the last to leave the boat, and he sounded the conch shell before jumping off. Just three minutes later the Stone Witch slipped beneath the surface of the Pacific.

Fortunately for all of us, Don and Ruthie Bates had been sailing just behind us on Minka, and quickly picked us up. They carried us and as much gear as we could salvage to nearby Melaque. There we were greeted by Philamena Garcia, outside her

Los Pelicanos restaurant. She took us right in and served us tea and beer, and later food. After we'd been fed and stopped shaking, she took us to her home to sleep. On that day and ever since she's been of invaluable assistance to us.

During the time Minka had rescued us and



A map of the accident site.

took us to Melaque, we kept repeating, "Thank God we're alright, that's the most important thing." And of course it was. But it was hard to watch the Stone Witch go down. She was built by people with a dream and sailed by crews that believed in that dream. For them she was both an inspiration and a means for many adventures. She allowed many people from different cultures and backgrounds the chance to improve their sailing skills and to make new friends. And the people who sailed her seemed to become a part of her.

One of those who shared the Stone Witch dream is Merlyn Storm. Here are her thoughts on the disaster and the meaning of the Stone Witch and its family:

"The Stone Witch sank."

Feelings of shock, horror, grief, and sadness flood my mind. It can't be true.

"But everyone's okay."

Thank God, I thought. Then let's go rescue her, repair her and sail her home.

The story spread quickly. From Alviso, birthplace of the Stone Witch to Fisherman's Wharf in San Francisco. The news shocked the entire boating community.

"Was it a storm?" many non-sailors asked.

No, not for that sturdy ship, it had to be a rock.

THE SINKING OF

A letter went out to the *Stone Witch* family; not an easy task. In the ten years since her launching date on June 10, 1975, several crews have sailed her to various destinations in the Pacific. And many others sailed her in San Francisco Bay. Many of the crew members have scattered with the four winds around the world.

The letter stated: "We are asking our friends, the *Stone Witch* family, to help. Like Alan said this week in Mexico, "We may not have a ship but we are still a crew."

All of us love the *Stone Witch* in our own ways. To some she was a home and our life's work. To some she was a grand ship to learn about the sea on. To some she brought lessons in other ways — lessons about other people and ultimately about ourselves.

None of us can forget her spirit! Those who built her, lived on her, partied on her decks, worked in her rigging, puked over her rails, and sailed her across the Bay or across the Pacific — we remember.

All of us have our favorite stories to tell about the *Witch* and her people. She repre-



Alan had the courage and conviction to build this ship and to sail her. But he didn't do it alone. We all know that. I don't think anyone regrets any time or effort they have spent onboard the *Stone Witch*. Our stories and memories are priceless. So whether Alan decides to salvage the *Stone Witch* or must acquire another ship, we need money and energy.

Yes, the *Stone Witch* had quite a career. Three people were responsible for the building and planning stages. Alan Olson, Kathy Beavers, and Michael O'Keefe. Many others helped along the way. Seven long years it took. The *Stone Witch* finally left Alviso fully rigged on May 30, 1977. She docked at Fisherman's Wharf in San Francisco while fishing commercially.

When Alan moved the ship to Pier 33 in San Francisco, he met the crew members living on the Greenpeace ship, *Hanakai*. Subsequently the *Stone Witch* sailed in

several environmental expeditions for Greenpeace. The two major trips took place in 1978 and 1981 at the Diablo Nuclear Power Plant. Alan sailed to Hawaii in 1979 and to Mexico in 1980.

When I first came aboard full time in 1982, we started our sail training trips on the Bay. The *Stone Witch* was available to anyone who wanted to learn traditional sailing. We started taking out groups of teens at that time; mostly with San Francisco Police Department's Youth Adventure Program. That winter, January of 1983, we sailed to Micronesia for six months.

A pattern developed so that our summers were spent on the Bay as a sail training ship. Winters found us sailing the Pacific on longer sail training expeditions. The past two winter expeditions were in Mexico.

Our focus became experimental education and along with that a real interest in a full time youth sail training program onboard the *Stone Witch*. In the summer of 1984 we put together a non-profit organization, Call of

The 'Witch' at anchor in Mexico.

sented traditional sailing, hard work, and the fulfillment of dreams. All of us could sail her and know that we were part of something great. For we had a tall ship and a star to steer her by.

THE STONE WITCH



A typical 'Stone Witch' sailing training cruise on the Bay; a crew of all ages, all colors, and all sexes.

the Sea. The purpose was to make tall ships available to young people in the Bay Area. The Stone Witch was to be our first ship and we planned to charter others and to expand the program each year. Our goals remain the same although our focus will be different for now.

So who is the driving force behind the Stone Witch and how did he talk all of us into working on this ship anyway?

Alan Olson is a master boat builder and a modern day sea captain. He is a dreamer, but a man with the foresight to pursue his dreams to the end. His enthusiasm and liberal philosophies about life have captured the interest of many people. Friends who signed onboard the Stone Witch with Alan got adventure and an education unparalleled in any academic hall. Alan is an easy going

and patient man. He accepts people for what they are but encourages them to excel to their highest ambitions at the same time. To me, he is a teacher in every sense of the word.

Alan believed that the ocean and the Stone Witch were his great teachers. By sharing his ship, he took people out there to learn and many of us ended up serving the ship. Alan didn't talk us into working on the Witch, she did.

Alan's conversations were often prefaced with 'we'. For awhile I thought he was referring to himself and his ship, but I came to realize that he meant the greater Stone Witch family. Of course in reference to the somewhat lesser sailing duties 'we' always meant his crew. As in "we should scrub the decks".

But Alan knew we were all in this together as a team. And the camaraderie onboard grew into lasting friendships and even some lasting romances. That is why the Stone Witch is strong and why her spirit lives on.

Witch in 180 feet after some extensive dragging with a grappling hook. A Mexican diver went down and surveyed the situation. He reported that the boat is intact, that there is very little current, but it is quite dark.

Captain Alan Olson's current plans are to raise the vessel with flotation bags, work it toward shore where a trailer will be submerged, and then pull it on the beach to rebuild. If any readers are inclined to be of assistance, the Stone Witch needs lift bags, air compressors to fill the bags, and various other supplies if the salvage is successful. If you'd like to help in this or other ways call Merlyn at 759-0329. The Stone Witch has been a special boat, and we at Latitude 38 encourage you to help her out if you can.

In a personal postscript to this story, hearing that the Stone Witch had hit a reef off the end of Cabeza de Navidad sent chills up our spine. Two years ago, in one of the all time stupid moves of our sailing life, we didn't even bother going all the way around the tip of that mile long rocky outcropping during a similar passage. We saw what appeared to be a deep water between some of the rocks and sailed right thru. Having done it, we

WHAT YOU CAN DO TO HELP SAVE THE WITCH

To help the Stone Witch crew bring home their ship for the youth program, you can send donations to: Stone Witch, 55 Sutter Street, No. 534, San Francisco, 94104. They also have several grassroots fundraising projects in progress. They are:

1) Marine flea market sale on May 18 & 19 at the anchorage Marine Swap Meet in Sausalito from 9 to 5 on both days. Donations are needed, any maritime items will do. Call 759-0329.

2) "I HELPED RAISE THE STONE WITCH" T-shirts and buttons are for sale as well as Stone Witch post cards. The T-shirts are \$10 each plus \$2 postage and handling. They are 100 percent cotton and cream colored. The buttons are \$3 each and postcards are 50¢ each. State size for T-shirts (S, M, L, XL) and send checks to address above.

3) We'll host two four hour dance cruises on the Blue and Gold Fleet in early May. Watch Latitude 38 and your local newspapers for dates.

4) We're selling general flea market items at a garage sale every weekend. If you have any general donations call 759-0329 for the location.

Now that the Stone Witch has been located we need to borrow or rent diving equipment like portable compressors, flotation bags, etc. Also we'd like to replace our library of sailing books for the young people in our programs. If you have any sailing, maritime history, or natural history books about the ocean or sealife that are collecting dust, we'd love to give them a good home. To get on our mailing list for news and future events send your name and address to us at our address above. And to volunteer for any of our projects call Merlyn at 759-0329. Many thanks.

Because her family built her and sailed her in the spirit of cooperation and sharing. And our spirit is a force as great as the winds and the tides. We are all proud to have been a part of the Stone Witch. And we all miss her."

As mentioned earlier, Alan Olson and some of the crew managed to find the Stone

thought to ourselves, "That was the stupidest thing we've ever done." And it really had been. How strange fate is that we recklessly passed unscathed, while the Witch, which had thought they'd gone far enough offshore, hit the reef and sank.

We hope to keep you posted on the progress of the salvage.

— Leigh Ann Beavers, Merlyn Storm, The Perkowski's and Latitude 38

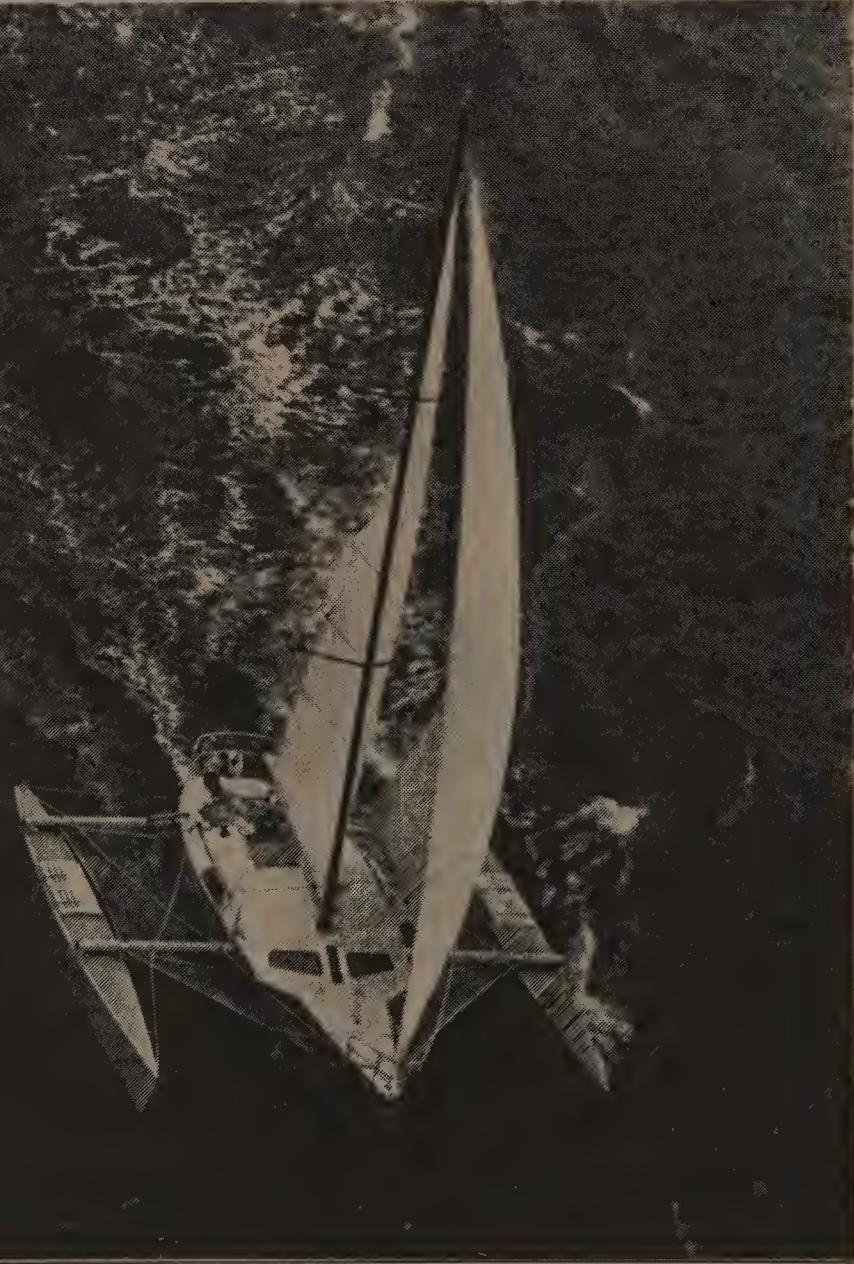
MULTIHULL

We all know multihull sailors are crazed fanatics and that their boats are unwieldy suicide wagons. So it was with some trepidation that we picked up the phone to see just what it is that drives a person to take that final, fatal step into multihull

catamaran (shouldn't it be "bimaran"?!) sailed? To generalize grossly — the only way to generalize — once upon a time, tris could

awaited rescue. Unlike keel boats, most capsized multi's won't sink. Some are even rightable.

Of course, we hardly expected a long discourse on the merits of Christianity from the lion's den, so to speak, so we made sure to ask each multihuller to enumerate the shortcomings of these boats. Almost everyone named dockage/storage and the associated problems (like out of control windsurfers running into the boat when it's on an end tie) as the biggest pain. With their huge beams — some tris are as wide as they are long — it's



LATITUDE 38: RICHARD

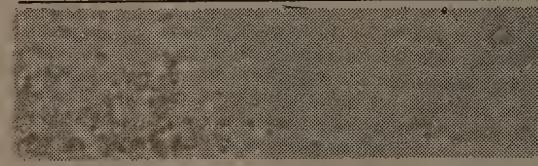
Barry Parkinson at the helm of 'Waimea'.

madness. We talked to cruisers, racers, cat sailors, tri sailors, a singlehander and one guy who had gone back to a monohull after owning a multi. Among the questions we asked each were, why would anyone take one of the capsiz-prone beasts out on the Bay on a windy day, much less offshore? Are they really any good for cruising? Had any of these people ever sailed *real* (read "keel") boats?

Well, we learned a lot from those conversations, parts of which appear here. Did you know that there was once a big difference in the way a trimaran sailed and the way a

point much higher than cats but cats were much faster off the wind. Nowadays, modern tris are so fast off the wind and cats point so well that the differences are minimal.

So are the chances of capsizing, according to this mini-survey. None of the people we talked to lost any sleep over the prospect and almost all agreed that any experienced — a word we heard often in our conversations — multihull sailor could avoid flipping his craft in any conditions a monohuller could. If capsizing could absolutely not be avoided, at least the multihull sailor would have something to hold onto while he



Peter Hogg
Tainui
Newick 40

In the late '60s and early '70s, Peter Hogg was a familiar figure around the St. Francis YC, where he crewed regularly on some of the better known



LATITUDE 38: JOHN

Above, Peter Hogg. Right, 'Tainui' at the start of the '81 Doublehanded Farallones.

monohull racers of that time, including Paul Sylvestri's Cal 40, *Pegasus*. His gravitation toward multihulls began "as a matter of interest," he says, in boats like Phil Weld's 65-ft *Rogue Wave*, and the 1980 OSTAR winner, the 50-ft *Moxie*. In the late '70s, he bought a Hobie Cat, liked it, and eventually sought out Dick Newick to design him a catamaran.

hard to find a place to park some of the bigger multi's, and there are only so many end ties available at any one facility. Other "cons" included the increased chances of holing in the thinner (for lightness) hulls; the need to maintain a keener awareness on a multi where things can happen quickly; and an initial lack of respect neophytes have for a boat many consider little more than a colorful toy.

As cruisers, multihulls have less carrying capacity. Veteran trimaran cruiser Don Sandstrom made the observation that you

can store only about half the amount of gear on a 40-ft multihull that you can on a like-sized keelboat. The tradeoff, of course, is that you get to where you're going twice as fast — and some say twice as comfortably — on a multihull, which was the main reason people seem to sail cats and tris in the first place.

All in all, our survey was pretty educational. We're sure that, along with the accompanying article, this exposé will once

and for all lay to rest the feud that has been going on between monohullers and multihullers probably ever since one caveman lashed two goatskins together instead of using one log. Seriously, though, the biggest surprise to come of all this concerns the people, not the boats. The multihull sailors we talked to are not the myopic lunatics rumor might have you believe. None run guns to Nicaragua and none rooted for Miami in the Superbowl. The fact is, they're all pretty regular folks. Not normal — regular. Let's face it, nobody that gets cold, wet, bruised and occasionally seasick and calls it "fun" is quite normal.

— latitude 38 — jr

"Part of the deal to get a Newick design was to go sailing with him on one of his boats," says Peter. "It gives him a better feel for designing a boat you can handle. I thought that was a damn good premise for a designer."

What Newick came up with was a 40-ft catamaran Peter named *Tainui*. These days, Peter is still a familiar figure on the racing scene — the multihull and singlehanded racing scene. His most recent accomplishment aboard *Tainui* was first to finish honors in the 1984 Singlehanded TransPac.

Peter is an experienced open ocean sailor in a number of different types of boats. As well as West Coast races, the New Zealand native has done three Sydney-Hobarts and has delivered boats to places like the Virgin Islands. Yet he feels no lack of security or personal safety when ocean sailing a multihull. In fact, at times, he feels more secure aboard *Tainui*.

"I've been close to capsizing, but I don't consider that to be a life-threatening situation on my boat. I knew the structure was not going to sink. I just knew I was going to get wet and cold."

Like his fellow multihull enthusiasts, Hogg would like to see more interest in multihull racing and development on this coast. "The development of monohull racing here on the Bay has done a great job of getting people out competing, and that's good, but I feel it's been counterproductive to developing faster, more seaworthy vessels."

Not built to or bound by the ratings game, the sky is the limit for cats and tris. Peter points to the 35 knot, 500+ miles-a-day machines the British and French have been building the last few years as an indication of what's possible. "The West Coast has not had a substantial exposure to ocean-going cats," he says, going on to echo Peter Clutterbuck's sentiment that bringing a boat like *Travacrest Seaway* to the Bay might really open some eyes.

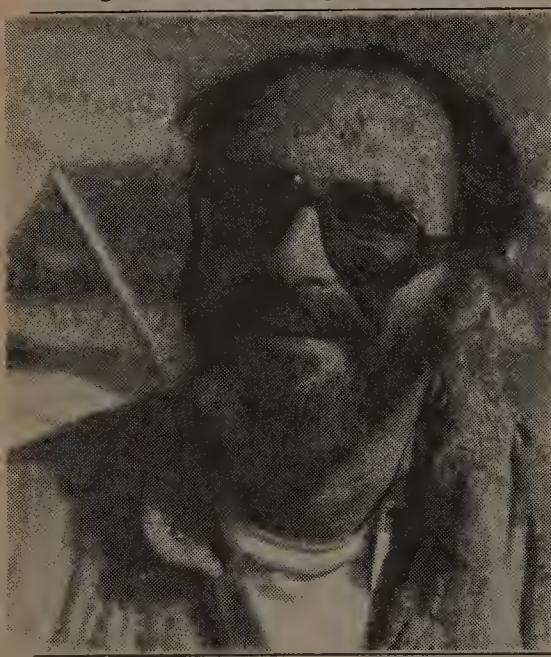
"People have to see," says Peter, "before they follow."



MULTIHULL

Joe Therriault Sundowner Buccaneer 33

"In the practical world," says Joe Therriault, "economics is geared toward single-hulled craft. Hauling facilities and dockages are limited almost



Joe Therriault.

LATITUDE 38/JOHN

everywhere for multihulls, and there is economically a small demand for them. They're often difficult to finance or sell."

Economics or the practical world didn't stand in Joe's way when he began planning a two-year

Caribbean cruise, though. "I wanted to get the most out of the time I had, and to me, the only way to go was a trimaran."

At 33-ft and only 4,000 pounds stripped, *Sundowner* is definitely more in the "sports touring" than "Winnebago" category when it comes to cruising. But, says Joe, "the boat is such a tremendous joy to sail on all points" that it more than makes up for whatever shortcomings it may have in carrying capacity. This point was really brought home when Joe planned a rendezvous with his brothers on their boats — an Ingrid 38 and a balsa-cored custom. "It took the Ingrid 22 hours to go 45 miles. It was really grim," says Joe. "It took me eight hours."

Joe, who began his multihull sailing on the old P-Cats in Los Angeles, launched *Sundowner* in 1978. The two-year cruise took him and his wife to Mexico, through the Panama Canal, and to the Dominican Republic, the Virgin Islands and the Windward and Leeward Islands of the West Indies to name a few, and they encountered enough weather along the way to test any boat.

"We beat into 45-knot winds and 15-ft seas under storm jib and double-reefed main on part of the trip from Panama to Jamaica," says Joe, an electronics technician and current president of BAMA (Bay Area Multihull Association). When worse weather hit on another part of the same trip, *Sundowner* lay ahull for two days. During both bouts, Joe reports that the boat rode so well and so flat that he had no problems walking on deck when he had to. "The motion at sea is great," says Joe, "but the biggest plus was the sailing performance. I've never been on a good



'Sundowner' at speed.

ULDB, but I can't imagine that any other type of boat could have compared with our performance." When the cruise was over in Gal-

Don and Joanne Sandstrom Anduril Cross 40

"If it's built right and built light, a trimaran is a better cruising boat in almost every respect than a monohull," says Don Sandstrom. He should know: From 1975 to 1980, Don, his wife Joanne and their sons Erik and Don circumnavigated the world aboard *Anduril*, their 40-ft trimaran.

Don, a former corporate businessman, has been an active multihull sailor since about 1950. For six or seven years in Southern California, he was the man to beat in Class A and one-design catamaran racing: One year, the former national race chairman for the 15-ft Sea Spray class got 28 firsts out of 32 starts!

Joanne and Don built *Anduril* (named for a sword in the "Lord of the Rings" books) themselves using the WEST System cold-molding technique. *Anduril* is 24-ft wide and weighs about 10,000 pounds loaded. Although not built to be a scorch, Don says the boat will go to weather with all but the better IOR boats and remain stable doing it. In fact, talking about stability and comfort, he remembers taking blue water on deck dur-



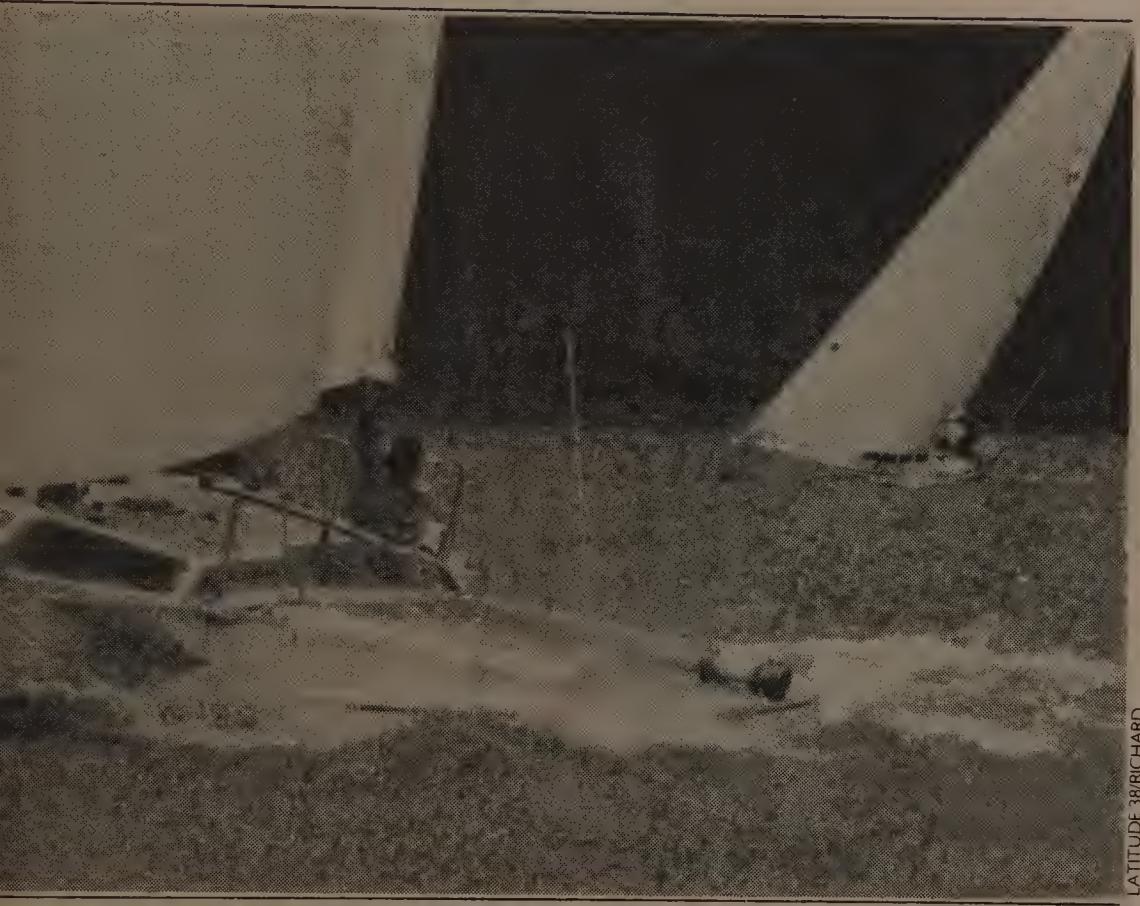
LATITUDE 38/JOHN

ing the circumnavigation only three times. Even during four days of 60 to 100 knot winds between Chile and Tahiti, the motion was steady enough that "we could rest, eat and sleep," says Don. "That becomes a critical element of long distance sailing. When we arrived in port, we were rested and ready to go. The people on some boats took a week to recover."

As to the capsizing bugaboo, Don observes that "Yes, this can turn over, but they don't do it as frequently as most people imagine. That sort of thing seems to be a problem primarily with the big, high-tech OSTAR boats. Also, when they do turn over, they don't sink. Even when those crazy Frenchmen capsized off Cape Horn, they stuck with the boat and came off without scratches."

An even greater fear than capsizing among most cruisers is grounding in unfamiliar waters. *Anduril's* grounding convinced the Sandstroms more than ever that they'd made the right choice. "If we'd had a monohull, we would have lost the boat," says Don. "We put the boat on a reef off Thailand at night," he continues. When they found they couldn't back off, they spent the better

Don and Joanne Sandstrom.



LATITUDE 38/RICHARD

veston, Joe removed the few bolts necessary to undo the pontoons from the boat, loaded *Sundowner* on a trailer and drove it back to the Bay.

When asked about capsizing, Joe first makes the point that "the basis of safety on any boat depends

on the quality of seamanship of the people aboard." On the specific subject of capsizing, he says, "we never had any problems. If we did happen to bury the leeward hull, the boat tends to round up and spill the wind."

part of the night driving, levering and cajoling the boat forward over the reef into the lagoon. Although all concerned "were so sore the next day we felt like we'd lifted the boat and carried it over the reef," damage to *Anduril* was minor: A bent but still operable rudder post and a ruined sacrificial keel strip on the main hull. They beat 600 miles to Pango before repairing the damage. While there, Don remembers meeting a tri sailor who had holed all three hulls of his boat and, with two feet of water in the main bilge, still sailed 200 miles to safety.

Other than that, in 80,000 miles "we had no significant problems," says Don. The only real argument he could think of against tri's as cruisers regarded carrying capacity. He figures *Anduril* had about half the capacity of a 40-ft monohull cruiser. Then again, he says, "if you need the camper with a refrigerator you need a bigger boat."

The positive aspects, on the other hand, were plentiful. *Anduril*'s speed and comfort allowed the cruising family to make more than 200 miles a day for two weeks during one run through the Indian Ocean. On another stretch, they left the Canary Islands with a Swan 65. Fifteen days and 19 hours

later they arrived in Barbados, five hours ahead of the big boat. One of the handiest uses for speed and maneuverability, though, remembers Don, was in dealing with the rain squalls common on some stretches of open water. "If you saw gray water coming at you, you could make a choice. You could sail away from it, sail around it, or if you needed fresh water, you could chase one down and sail into it."



Barry Parkinson
Waimea
Buccaneer 33

"The harder it blows, the faster it goes" is Barry Parkinson's multihull credo. Barry cut his sailing teeth on a series of multis starting with a 24-ft Piver, *Nugget* in 1973 and culminating with his current boat, *Waimea*, a Buccaneer 33 that he bought in 1980. He began sailing — the Piver

Nugget was his first boat of any kind — because "multihulls looked exciting."

In this case, looks were not deceiving, says Parkinson, a Petaluma lawyer. And multi's became all the more exciting after he'd crewed on a few big monohulls.

"It really offers some dramatic perspectives," says Barry, who authored the accompanying article. "I remember once going out on a Cal 40 with the 150 up. When the wind came up, the boat leaned over and it was time for a sail change. On my boat, instead of slowing down when the wind came up, we'd be honking off."

"The ride is different, too. Instead of that slower, pounding motion, a multihull is more stable. You're cutting through the waves. All in all, the electricity is just not there," he says. "It might be on a ULDB surfing under spinnaker, but on most monohulls that energy is absent."

The price for that excitement, Barry stresses, is



Barry Parkinson.

attentiveness. "You have to be more diligent because things can happen faster," which Barry feels might be a disadvantage for a long distance multihull racer or cruiser. "I remember close reaching on my first Farallones race with a 37-ft trimaran right behind me. My boat was on the very edge, with the main hull popping out now and then, when a gust hit and took the boat up to about 45 degrees. I tried to cast off the sheet but had an override on the winch. For a few seconds, right in front of this other boat, we were out of the water more than in."

Barry's learned a lot since then, and though it's unlikely you will see *Waimea* in such a death-defying configuration, you'll definitely see Barry at the next doublehanded Farallones on April 13. And he's looking forward to some close competition this year — about a dozen boats out of the 60 or so already registered for the BAMA-sponsored event are multihulls.

MULTIHULL

Peter Clutterbuck

Nacra 5.2

Peter Clutterbuck became famous in his native England by sailing a 15-ft Wayfarer dinghy from England to Norway one summer vacation. He became even better known when he sailed the same boat from England to the Mediterranean the next summer. He didn't do those trips for the record books, though, he did them for fun and because he was interested in the concept of light, responsive boats. Multihulls were a logical extension of that interest.

"I'd read for years about people slinging mud at each other over multihulls," he says, but he didn't get to decide the issue for himself until he arrived here in the Bay Area seven years ago. "I saw a Nacra 5.2 at a boat show within a week of getting off the plane and bought it on the spot, before I even had a car!" He took the boat out in all conditions and learned a lot in the next few years, he says, most notably that he preferred the exhilarating speed of the little cat to monohull sailing.

And Peter is no stranger to big boats. "About two and a half years ago, I decided to try to use my sailing experience to run a chartering operation." The vehicle he chose for the venture is the C&C 38, *Alliance*, on which he runs race clinics and pleasure charters. So far, the boat has done a TransPac, Puerto Vallarta race and Bermuda race, and it's currently racing its third midwinter

series.

"It's been fun at times, frustrating at times, and expensive," says the project manager for Sohio



LATITUDE 38/JOHN

Peter Clutterbuck.

Petroleum. "It's also left me with the impression that IOR is a kind of shackle as far as the development of fast sailing boats goes. From that point of view, I'm ready to get out of IOR and more into developmental boats."

To that end, Peter is trying to find investors interested in bringing *Travacrest Seaway* over from England. (The 1982 Shuttleworth 60-footer recently competed in the Quebec, Canada to St. Malo, France TransAtlantic race, where her best day's run was 336 miles.) At about \$93,000, the boat is for sale at a fraction of what it would cost to build her on this side of the pond. Peter, present commodore of the Multihull Racing Association, feels that bringing a 35-knot machine like *Seaway* to the Bay Area just might spark the interest multihulls really need to take off on this coast.

"We're about 10 years behind England here on the West Coast," says Peter, who still races his Nacra with his wife as crew — and apparently even farther behind the French who have dominated high-tech multihull racing for the last few years. "But the West Coast encourages innovative people. I'd like to see someone light a match under Norm Cross or Southern California's Gino Morelli — or even Tom Wylie or Carl Schumacher. It would really be neat to see a top California designer compete with the French." Peter even envisions a day when we might see a multihull maxi fleet working the same circuit as the globe-girdling monohull maxis that thrilled spectators during September's Big Boat Series here on the Bay. "I think a fleet of 85-ft multihulls showing up on the Bay would really make people come out and watch," says Peter. "I heard there were more than 1 million spectators in St. Malo."

Paul Mazza

Rush (former owner)

Tremolino 23

After 10,000 miles of cruising aboard a Columbia 33, several TransPacs and other ocean races aboard monohulls and several seasons of one-design racing on the Bay, Paul Mazza is ready to

go back to multihulls.

"I think the biggest mistake of my life was selling the tri and getting a monohull," says the engineer for the San Francisco Water Department.

"The tri" he refers to was *Rush*, a Tremolino 23. (The Tremolino, a Newick design, is unique in that it's sort of two boats in one. The Minnesota manufacturer supplies the main hull and cross members. The rest — outer hulls, sails, mast — are all from a Hobie 16.) Before he went back to a monohull, Paul was a familiar face among the small core of multihull enthusiasts in the Bay, and a regular force to be reckoned with in the single and doublehanded Farallones races.

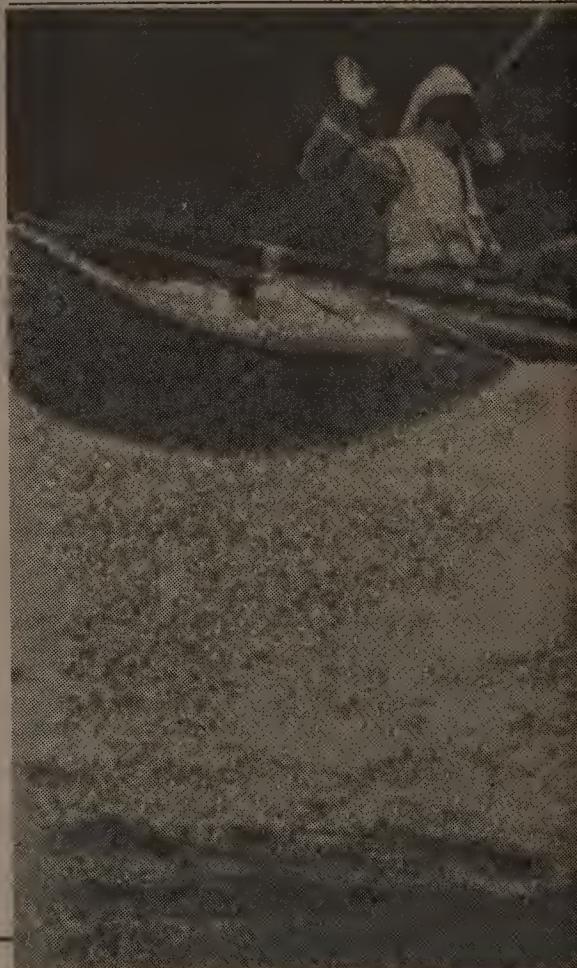
"On the four Singlehanded Farallones I did, I carried an inflatable, one-man Army liferaft, one wetsuit and lots of safety gear. When I doublehanded, we carried two of everything." *Rush* was the second boat to finish (behind *Lois Lane*) in the 1978 Singlehanded Farallones. In 1979, Mazza finished first, despite a few anxious moments when the forward hatch flipped open while the boat was driving and *Rush* started scooping water into her main hull.

"That scared me," says Mazza, although he adds that he's never felt like he was in a life-threatening situation on the boat. "My opinion on multihull 'survival sailing' is that the boat may not get you there, but you'll make it because the boat will stay afloat."

Another opinion about multihulls Paul holds is

LATITUDE 38/JOHN

Above, Paul Mazza. Right, 'Rush' in airborne mode.



**George Shilling
Essence
Searunner 34**

George Shilling began sailing during his tour of duty in the Navy, breaking into the sport on Luders yawls on Chesapeake Bay. He continued sailing in dinghies of one type or another in civilian life, but it wasn't until he moved to the Bay Area about ten years ago that he got his first serious exposure to multihull sailing. Partially as a result of meeting some people who lived aboard a trimaran in Sausalito and partially because it was all he could afford at the time, George and his girlfriend Leila McDaniel eventually found themselves co-owners of a 27-ft tri, complete with slip, in Coyote Point. During the four years they owned and sailed the boat, he and Leila met many more multihullers and had a chance to sail on many other boats. When the time came for these two cruising-oriented sailors to make the move to a bigger boat, the choice was clear: the boat would be a trimaran and they would build it themselves.

Leila and George began work on *Essence*, a Brown Searunner 34, in 1980 and launched the boat early last year. "The Searunner 34 is an all-

out cruiser," says George, an electronics technician. "It's as different from a racing multihull as a Westsail 32 is from an Olson 30. Our boat is like



LATITUDE 38/JOHN

George Shilling.

the Westsail of multihulls."

For cruising, George feels a multihull "gives you more options. It's easier to maintain and even with

the relatively short and ultra heavy duty rig, the boat sails easily with a Catalina 30." Safetywise, George and Leila have really tried to cover as many of the bases as possible. "You can hole any or all three of the hulls and still get where you're going," he says. Although the fixed wings have watertight compartments, the boat has enough buoyancy just in the wood to stay afloat in the event that it's seriously damaged. "If you hole one of the pontoons, you can go on the other tack and pump it out. If you're near land, you can pull up the centerboard and beach the boat to take care of any problems.

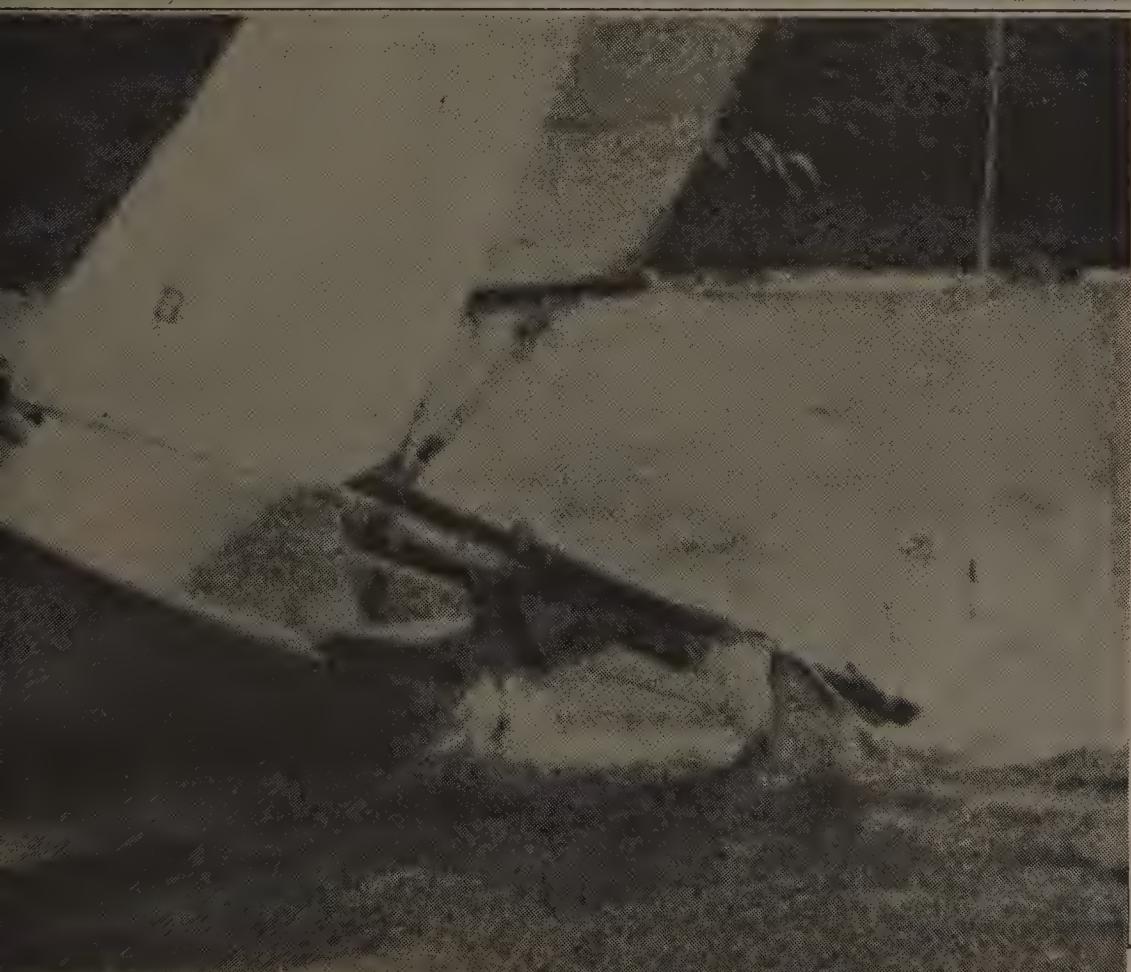
"The worst that could possibly happen is that the boat will turn over. If you do capsize — which incidentally is a very rare occurrence anymore except in the high-tech OSTAR boats — you're still afloat and you have time to think. Our fresh water is in separate containers and we can get at it and our safety gear through hatches I've installed in the bottom of the wings."

George and Leila are in the final stages of completion of the boat and have made several trips around the Bay and to the Delta in preparation for their departure for points south later this year. And while the two have made no compromises in the quality of their boat, George and Leila have decided to forego at least a few of the creature comforts in favor of having that much more in the cruising kitty. "We decided not to insulate," says George. "It's easier to move South."

the "two out of three" proposition. "Accommodations, speed, low cost — you can have any two of these in a multihull but not all three." For example, *Rush* was fast and inexpensive, but you were definitely one on one with the elements. "Sailing that boat in any type of wind was like opening a door in the side of the swimming pool. But it was so exciting. Every time I'd go out I'd come back jazzed."

When the time came to move up, Paul bowed to peer pressure from friends active in one-design racing and bought a Moore 24 named, appropriately enough, *Diminished Capacity*. "I started right in working on that boat and not sailing," Paul says. "I'm still working on it." Even sailing with friends in the J/24 fleet sometimes leaves something to be desired. "Even when you think you're doing good you only make the top 10. Guys like Bertrand and Sylvestri are too damn good."

There's no doubt about it: Paul Mazza's next boat will have multiple hulls, and that exciting speed will undoubtedly figure heavily into the choice. But whether he chooses low cost or accommodation as the other two-out-of-three characteristic, he'll also, he says, enjoy the smooth motion characteristic of most modern multi's. "Compared to a monohull, there's not a lot of heeling or pitching. It's like driving a car down railroad tracks," says Paul. "Your alarm clock won't fall in the chili."



LATITUDE 38/RICHARD

FISHING FROM

I spent a season in my new craft fishing on the coast, only to find that I had not the cunning to properly bait a hook.

— Joshua Slocum

Sometimes producing a monthly magazine is a lot like being a disc jockey. People request articles, and when you can, you accommodate them. Take, for example, the guy who requested something about fishing from a sailboat in the last issue. "As an experienced sailor with little knowledge of fishing," wrote Ken Russell of Berkeley, "I am very interested in learning about the required permits, equipment, seasons, techniques and what is out there to catch."

Great idea, Ken — or so we thought. Being also a good bit more familiar with what's happening on top of the water rather than

The principles of fishing are the same whether you're doing it from an El Toro or the battleship 'New Jersey'.

under it, whipping out an article on fishing seemed like a nice change of pace; learn something new and all that. And come on, how hard could it be? Just throw some worms on a hook and wait . . .

Well, we learned a lot, all right, most notably that fitting "fishing from a sailboat" into one article is kind of like trying to fit *The Rise and Fall of the Third Reich* onto the back of a baseball card. There are whole books written on how to fish for one type of fish. Fortunately, we were able to talk to some very knowledgeable people who answered all our questions — no matter how stupid and simplistic — with patience and courtesy. Thanks guys.

To begin, fishing is fishing. The principles are the same whether you're doing it from an El Toro, a Boston Whaler, an IOR racer, an oil derrick or the Battleship New Jersey: make the fish think he's getting a free meal. Here's where the difficulties start, though. Different fish eat different things in

different ways, and the Tom Sawyer worm-on-the-hook routine that might work fine for catfish in the Delta will net you nary a nibble from a salmon or albacore.

Among the most commonly sought after and desirable fish in the Bay, in terms of both sport and palatability, are salmon, striped bass ("stripers"), sturgeon, perch, rockfish, flounder, shark and occasionally halibut. For those willing to venture offshore, add albacore to the list. In the Delta, add the venerable catfish. All these fish are catchable from a sailboat by the casual fisherman with the right techniques and equipment.

The first order of business for anyone contemplating fishing, however casual, is a fishing license. There are currently two available. At \$8.50 per calendar year, the Resident Sportfishing Pacific Ocean License allows you to fish for anything from the Carquinez Bridge to outside the Golden Gate. If you're contemplating fishing on the Delta, too, you should get a California Sportfishing License for \$14.25 in lieu of the Pacific Ocean License. The California license covers the Bay, Delta and ocean out to the 200-mile limit. While you're in buying your license — they're available at almost all tackle, sportfishing and bait shops — you might as well pay the extra \$3.50 needed for a striped bass stamp. This is currently the only "extra" you'll need to be covered for hooking anything with gills. Bear in mind that all these certificates are good for only the calendar year — January 1 to December 31. If you buy one in June, you'll still pay the full amount, but the license will only be good for six months.

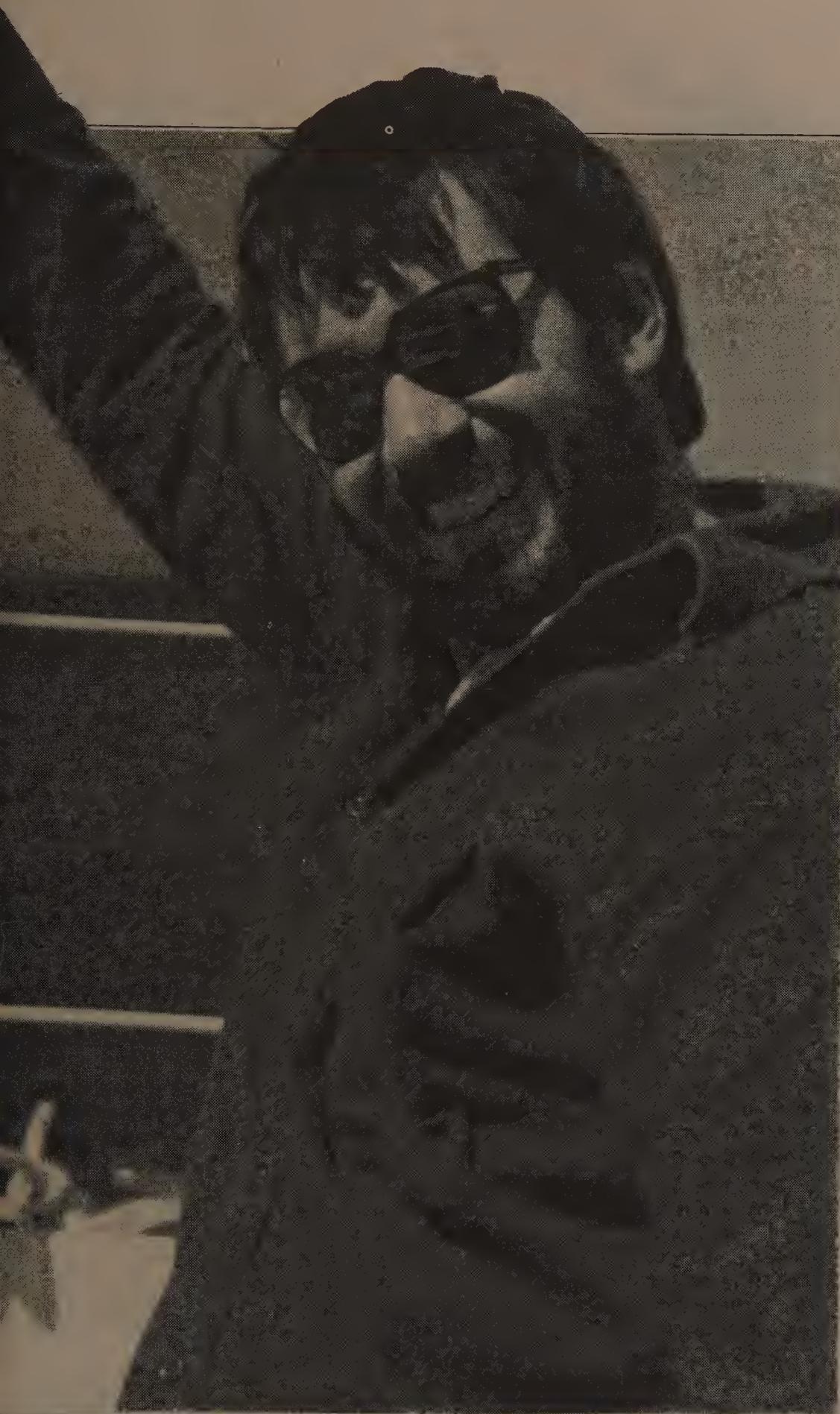
Okay, let's go fishing. There are basically three ways to fish for the critters in the Bay and surrounding areas: bottom fishing (or "gunkholing"), drift fishing and trolling. For aficionados, each type of fishing and each type of fish sought require specialized techniques and equipment, but the fishermen we talked to were able to make some general gear and location recommendations for the less experienced among us.

Generally speaking, bottom fishers — that is, those who anchor in one place and put the bait on the bottom — want to use light tackle (10 to 30 lb test line), a light to medium pole and a good casting reel, a sliding sinker setup and live bait — shrimp is a favorite. Bottom fishing is a good way to catch stripers, rockfish, perch or any of the



bottom feeders like sturgeon, sharks, rays or flounder. Favored areas for bottom fishing are around Angel Island, the Berkeley Pier, off Ft. Baker or Yellow Bluff or the Sausalito waterfront, on the Petaluma River or Alameda Estuary, near the South tower of

A SAILBOAT



The reward for slow trolling near Duxbury Reef.

the Golden Gate (not recommended for sailboats) and near Seal Rock. If it's shark you're after, you might want to try the "shark

hole" off Alcatraz where fishermen have hauled up upwards of 200-pound six and seven gill sharks and soupfins.

Drift fishing, where the boat drifts with the current while bait bounces along the bottom, was not recommended for sailboats simply

because they drift so unpredictably and it's such a pain to keep the lines from tangling in the rigging or around keels or rudders. But it can be done. Drift fishing is effective on many of the same fish as bottom fishing, but particularly good for sturgeon, halibut and striped bass. You can use the same basic rod and reel setup as for bottom fishing, although special equipment and bait is available and recommended for each fish. Sturgeon, for example, respond best to live mud, grass or ghost shrimp. These big fresh and salt water fish — you can catch sturgeon everywhere from the Delta to out beyond the Gate — also suck rather than bite bait, so a light-tipped rod is better for detecting nibbles. Incidentally, the biggest fish ever caught in the Bay area was a sturgeon hooked by Joey Pallotta in 1983 on Benicia Flats. It weighed 468 pounds. Drift fishermen do well near the Richmond/San Rafael Bridge, and all

A 40-pound albacore can snap 200-pound test if there's nothing there to absorb the shock of the initial strike.

through San Pablo and the South Bay.

If trolling is your bag, then salmon and the various members of the tuna family are your fish. For these fish, leave the light gear at home. Albacore in particular are a hard-hitting fish and a 40-pound albacore can snap 200-pound test line if there is nothing there to absorb the shock of the initial strike.

There are a couple of schools of thought on trolling from a sailboat. If you're cruising, or really more interested in getting something to eat more than the sport of the fight, veteran sailor/fishermen recommend a big, strong "meatline": 200-lb test with a very heavy monofilament or steel leader is about right. Use a lure so you don't have to check bait so often and rig some provision — shock cord, surgical tubing, mooring line snubbers — to absorb shock and you're all set. If a fish is too big or hard to pull in hand over hand, take a few turns around a winch and crank him in. One word to the wise about meatline fishing: to a true sportsman,

FISHING FROM



anyone who would fish like this probably beats his wife and uses an elephant gun to hunt sparrows, so bragging about catching anything on a meatline is not advisable.

Sport trolling for salmon involves the use of a special tackle setup available at any area sportfishing and tackle store. Basically, you want the bait — herring and anchovy are best — to be from 20 to 50 ft below the surface, moving at no more than three or four knots max, which means you're probably not going to get any strikes on a screaming run

You can even catch the big guys like this marlin from a sailboat, but you have to go south and have a big boat to do it.

down Raccoon Straits. If you want to catch salmon, you have to go slow, even if it means playing motorboat for the day. Tuna, on the other hand, will hit chrome and feather lures near the surface, "as fast as you can go," says Dave Verschoor, who enjoyed catching albacore close offshore from a Hinckley Bermuda 40 during El Nino a cou-

ple of years back. This year, you'll probably have to get out beyond the Farallones to have a chance at them. The slightly smaller bonito, also a good fighting, good eating fish, can be caught closer in. The premier spot for salmon trolling is Duxbury Reef, although they can be caught in the Bay as well, especially in the fall in the area fishermen call California City, which stretches from Raccoon straits north almost to San Quentin. Don't bother trolling inside on a weekend, though. The jillion boats that pack the Bay on a summer weekend tend to scare the fish away.

As one of the favored gamefish in the

If you want to catch salmon, you have to go slow, even if it means playing motorboat for the day.

area, salmon deserve additional mention. Properly baiting a salmon hook "can make you crazy", says Don Ferdinand of Caruso's Sportfishing Center in Sausalito — and a bit queasy, too. It involves shoving the long shanked hook up the back of an anchovy, from head to tail, and wiring the fish's mouth shut over where it comes out. Ferdinand strongly recommends that inexperienced fishermen use the so-called "Rotary Salmon Killer", a nifty little plastic gizmo that clamps to the bait fish's head. For \$2.75, you can get the whole shot: clamp, swivel, leader, hook; even a little paddle that makes the bait "swim" in lazy circles just like a wounded fish — an irresistible meal for any discerning salmon. If you don't want to mess with bait at all, Ferdinand recommends the Krocotile chrome/silver P-lite lure.

All the fish mentioned so far are edible, even some of the sharks. The spiny dogfish and leopard are particularly tasty when prepared right and the soupfin shark is considered by many to be the best eating of all sharks. Ciguatera and other forms of fish poisoning found in the South Pacific and other tropical waters are not a problem in

A SAILBOAT

COMMON BAY AREA CATCHES



STRIPED BASS

size — averages 15-20 lbs; season — all year; limit — 2 over 18 in; spots — S. Tower of Gate, Yellow Bluff, Delta.



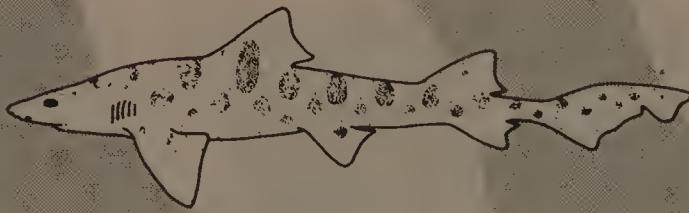
ALBACORE

size — averages 20-30 lbs; season — end of August through October; limit — none; spots — beyond Farallones.



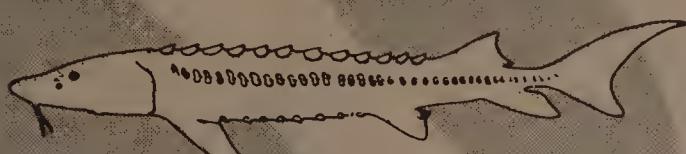
ROCKFISH

size — averages 3 lbs; season — all year; limit — no more than 20 rockfish in combination with all species, no more than 10 of any one species, no more than 5 ling cod; spots — all over.



SHARKS

size — varies; season — all year; limit — none; spots — all over, larger sharks in deep holes.



STURGEON

size — averages 40 lbs; season — all year; limit — 1 over 40 in; spots — South Bay, Richmond Bridge, San Pablo Bay.



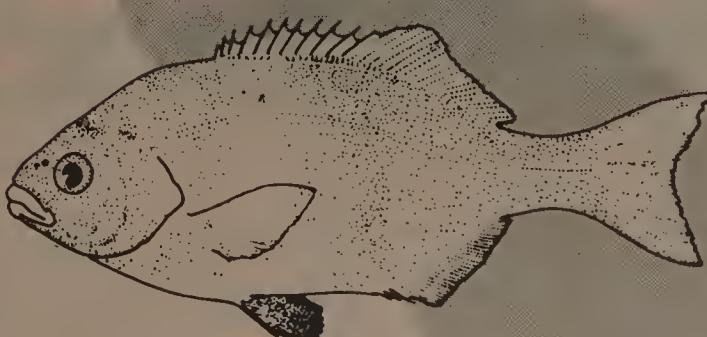
SALMON

size — averages 7-12 lbs; season — mid February to mid November; limit — 2 over 20 in; spots — Duxbury Reef, California City (fall).



CALIFORNIA HALIBUT

size — averages 20 lbs; season — all year; limit — 5 over 22 in; spots — Berkeley Pier, Chrissy Field, Seal Rock.



PERCH

size — averages 2 lbs; season — all year; limit — none; spots — near rocks and piers.

FISHING FROM

Bay fish, although, because of all the hoopla about pollutants, a couple of people expressed concern about eating fish caught in the Delta. We weren't able to track down any reports of short term problems arising from eating Delta fish, so it's up to your own discretion. Personally, we'd avoid eating fish with large sores, obvious sickness or parasites, but a good cooking ought to make most others safe for consumption. For the offshore tuna, you may prefer not to even cook them at all. "Just bring along some horseradish and ground ginger and you have instant sushi," says Dave Verschoor.

"**P**eople do fish and do have success from sailboats," says Jim McCarthy of Loch Lomond Live Bait in San Rafael, "but most are not really into fishing." Mike Gaddis of Siegle's in Oakland echoes the sentiment,

knots. I usually come back home in the afternoon under main." Because of a nonsailing sailboat's tendency to roll around a lot, Roger also spends more time going with and against wave patterns rather than taking them broadside, as can a powerboat. He relocates the liferaft and puts caught fish in the liferaft well in the cockpit to contain the scales, blood and so on that can mess a boat up quickly. On the same note — be sure to wash fish blood out of teak decks quickly. It's amazing how hard it is to remove if allowed to dry.

If you're the wife-beating meatliner, you'll need a solid fitting to attach the meatline to. If you're a rod man trolling, most people we talked to recommend rod holders. You can buy one of these for about \$20, or make one

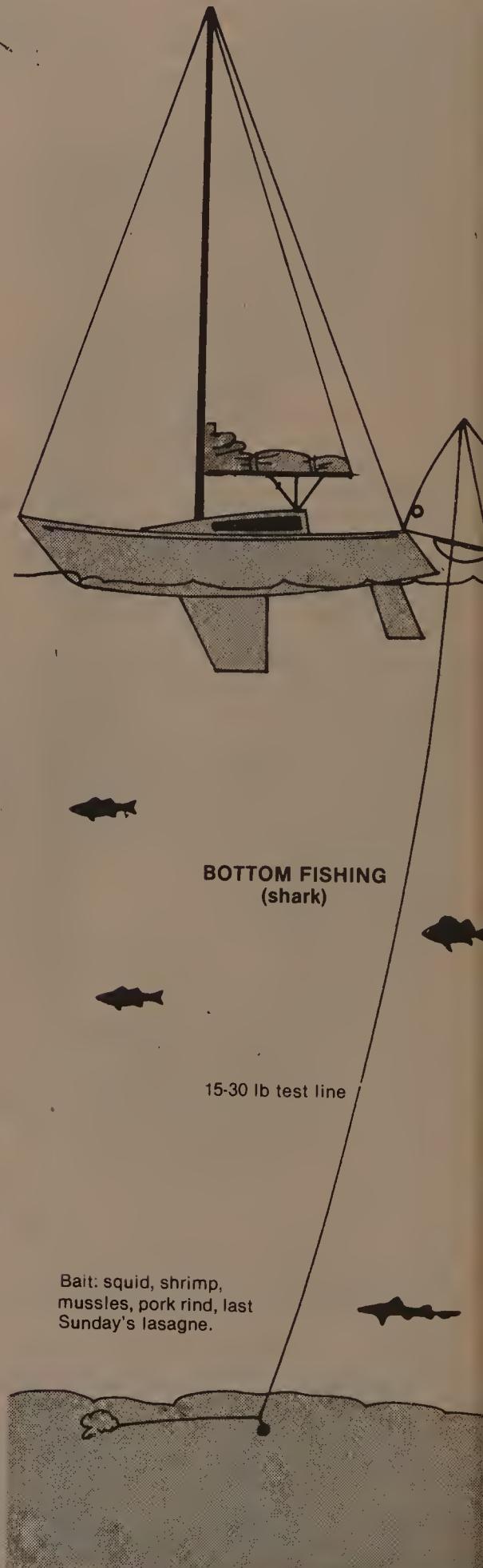


"Sailors are generally hoping more than trying to catch fish." Still, all the bait and tackle shops we talked to received lots of inquiries about fishing from sailboats. Here are a few considerations to keep in mind if you're thinking about going fishing from your sailboat.

When he goes up to Duxbury to fish for salmon from the Serendipity 43 Wings, Roger Hall doesn't sail. "Because of the tight maneuvering, I use Wings as a powerboat," says Roger. "I power up at 7½ to 8 knots in the morning and troll in circles at about 3

Like lots of us, Mike Maguire has sailed for years, but this is the first fish he ever caught.

out of PVC and hose clamp it to the stern pulpit. Dave Verschoor makes the additional recommendation that you attach an extra, "security" ¼-inch line from the reel to the boat. Whether you spend a lot or a little on fishing gear, it's disconcerting to see it all go overboard at the first strike. And again, sailboaters have to be careful to avoid tangling fishing lines in rigging lines, or around



keels and rudders — hooked fish can take off in any direction. Also, if you want to really be a sportsman about the whole thing, you should net salmon, stripers and other fish on which there are limits, and wet your hands before you handle them. If the fish turns out to be undersized or over limit, you have to toss him back. If you've gaffed him, or removed the protective slime layer from his body by handling him with dry hands, his chances of survival are slim.

As you can see, there's a lot more to this fishing business than you might imagine. We've just scratched the surface here. If you

are interested in learning more, a simple trip and talk to your local tackle shop fisherman can be very educational, as can a day on a fishing boat. "One of the best ways to learn

and start picking his brain. Most of those guys, even the younger ones, have forgotten more about fishing than most of us will ever know."

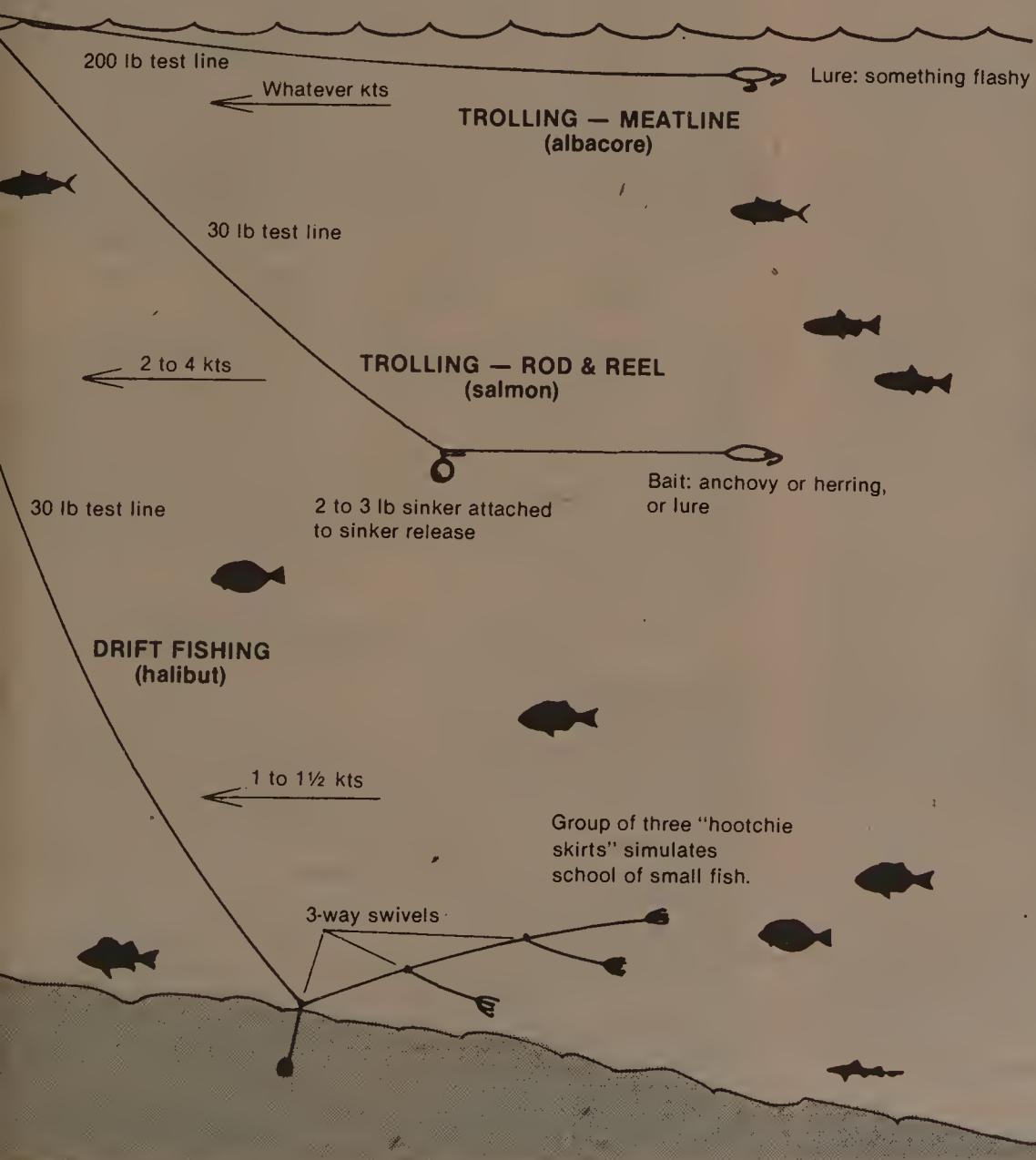
There are also many good books out for both beginning and experienced fishermen. Dave Verschoor recommends any of the books put out by *Sunset* magazine. Also



Rotary Salmon Killer.

recommended is Mike Hayden's *Pier Fishing on San Francisco Bay* (\$5.95). Marine biologist John L. Baxter's *Inshore Fishes of California* (\$2) will tell you what you've just hauled aboard. If you really get serious about catching striped or sturgeon, then you should

TYPICAL TACKLE SETUPS



You never know what's going to hit a meatline at night. From tip to tentacles, this squid, caught in mid Atlantic, measured three feet.

pick up copies of *San Francisco Bay Stripper* (\$12.50) and *San Francisco Bay Sturgeon* (\$14.50), both by Abe and Angelo Cuanang. "People fool around all their lives and never catch either of these fish," says Don Ferdinand. "Either of these two books will put you miles ahead of where you'd be on your own."

Good fishing!

— latitude 38 — jr

1985 CREW LIST:

Get out your seaboots, cause here they are, the 1985 Cruising and Social Daysailing advertising supplements. And as with the case for the last several years, there's been a good turnout.

For those of you looking to cruising, approximately 90 men with boats signed up, as did two women and five couples. The boats range in size from 20 feet to 55 feet. That's quite a variety. While a significant number of these owners just plan to cruise locally, other boatowners on the List have plans to literally sail all over the world if not around it. Included are destinations like Mexico, Hawaii, the South Pacific, New Zealand, Europe, the Med, Sweden, and even Catalina.

For those of you who are anxious to sail in an exotic place but don't want to take the time to sail there, we're delighted to note that a number of boatowners with vessels in distant waters have advertised looking for crew. Boats in places like the Phillipines, New Zealand, Hawaii, Alaska, Mexico, and the South Pacific. We're not exactly sure how one would go about checking these situations out, but they are there.

As for folks looking to crew, approximately 162 women signed up on the list and almost as many men. There's a good mix in the sexes of people who desire to cruise locally and those who have more distant dreams. The advertised experience ranges from nothing to plenty of ocean sailing.

We were tremendously disappointed this year in the number of men who checked the box that indicated they looked good in a bikini. There were only a couple. We presume that a lot more women are working out in gyms these days, because over one-third of them say they look good in a bikini. Even women in their 40's and 50's checked the box. We take our hats off to you. While the men are apparently no longer so physically fit, at least most of them said they were willing to cook and clean up. There's some progress.

As regards the daysailing categories, there are plenty of men and women — about an equal number, in fact — eager to participate. Best of all, over 50 of them are willing to put their boats to group use.

Enough of this analysis and on to a couple of important matters. For one last time we want to remind all of you who have advertised in the crew list supplement and those of you who will be responding to it, that there are some dangers involved. Sailing, whether for the day on the Bay or for years around the world, involves risk to life and limb, especially when you're getting on an unfamiliar boat with an owner you don't really know. There are also dangers in just dealing with people. If you'll read the Letters section this month, there's a woman who claims to have been drugged and perhaps raped by a seemingly nice couple she'd come to know through a Crew List advertisement. If you're not willing to accept the risks inherent in dealing with the sea and the public, do not use this supplement. This is for confident people willing to accept risks and looking for adventure in life. If anyone would like to drop out, we'll gladly refund your money.

Having covered the downside risks for both the social daysailors and the cruisers, we'd like to again announce the dates of the two Crew List parties. The first is April 10 at the Corinthian YC in Tiburon. It will commence at 6:00 and run to about 9:30. The second Crew List party will be April 11 at the Metropolitan YC in Oakland, which is located just south of Jack London Square. The hours are also 6:00 to 9:30 p.m.

Our friends at Pusser's Rum will be providing a free rum punch for

each guest, and they and *Latitude 38* will be handing out literally hundreds of door prizes such as Pusser's mugs and *Latitude 38* T-shirts and visors. As in the past, the parties will basically be unstructured, and it is up to everyone to get extroverted and meet lots of new folks. If we can quiet everybody down for a few minutes, we'll have a short slide presentation on what will have been the just concluded Sea of Cortez Race Week.

These parties are free for everyone who advertised in the Crew List Supplements, be it the racing, cruising, or social daysailing segment. If you didn't advertise in any of these lists, you may be admitted at the door for \$5 — as long as we don't exceed the fire code room limitations. Since we're all guests of these clubs, we naturally assume everybody will be on their best behavior.

We hope to see all of you at the parties and we hope these advertising supplements will help you on your way to your best sailing year ever. Now hit those phones!

— latitude 38

MEN TO CREW ON CRUISING BOATS

Our first category is the list of men looking to crew on a cruising boat. Since there are so many names, we're giving everyone's specifications in code, one we trust you'll find simple enough to understand. The code appears at the top of the next page. Here's an example:

Fred I. Edgewater, 33, 1 Landlocked Way, Napa 94558

..... has 2/wants 1,5/offers 2,3,5

This means that Fred is 33 years old, lives at the address given; has some experience (at least 20 sails on the Bay, while being active and suffering the normal bruises, cuts and hollering), wants to cruise locally, around the Bay and up the Delta, as well as to Mexico next winter, and can offer mechanical skills on the engine, electronics and refrigeration, as well as elbow grease for bottom work, varnishing and other upkeep, and cooking and cleaning skills, in addition to which he looks good in a bikini.

Simple, no?

MEN TO CREW ON CRUISING BOATS

Wheaton Smith, 56, (415) 494-8835	..... has 4/wants 1/offers 3
Ken Shepherd, 39, (415) 843-0500 p.m., 986-4383 a.m.	..... has 3/wants 2
Ronald Wolf, 39, (415) 570-3785	..... has 2/wants 1,2,5/offers 2,3,4
Pete McHugh, 42, (408) 283-5285	..... has 2/wants 1,2,3,5/offers 1,3
Todd Presley, 22, 531 Rosita Ave, Los Altos, CA 94022	..... has 3/wants 2/offers 2,3
Richard Thomas, 43, (707) 942-9243, (415) 388-5601	..... has 4/wants 1,2/offers 1,4
Larry Goodman, 40, (415) 572-1331	..... has 1/wants 1
David Droll, 35, (415) 595-0198	..... has 2/wants 1,2,5/offers 1,3,4
Mark Bayless, 29, (408) 649-5884	..... has 2/wants 1/offers 3
Scott Gorman, Ph.D., 27, (415) 497-5050	..... has 2/wants 1/offers 3
David Willson, 34, (707) 847-3248	..... has 2/wants 2,3/offers 2,3,4
Mitch Ashley, 25, 581-4143	..... has 2/wants 1,2,5/offers 3,4,5
Joseph Colton, 38, 751-4192	..... has 2/wants 1/offers 3,4
Pat Monti, 85, (805) 844-8779	..... has 3/wants 5/offers 1,3,4
Sandy Harrill, 38, 548-1101	..... has 3/wants 2,3,5/offers 1,2,3,4,5
John Brewer, 28, 481-8157	..... has 1/wants 1/offers 2,3,4
Ed Volgt, 58, (415) 781-5092 eves	..... has 2,3/wants 1/offers 1,3,4

CRUISING & DAYSAILING

CODE

My sailing experience is:

- 1 = None, but I'll do anything within reason for the chance. I understand from time to time I'll probably become cold, seasick, get pissed at the owner, and wish like hell I was anywhere but on the boat. I'm still game
- 2 = Some, at least 20 sails on the Bay, while being active and suffering the normal bruises, cuts, and hollering
- 3 = Moderate, several years active crewing on the Bay or at least one trip to Southern California
- 4 = Lots, several long ocean passages

I want to cruise:

- 1 = Locally, around the Bay and up the Delta
- 2 = Hawaii and points west this summer
- 3 = Seattle and Alaska this summer
- 4 = Van Nuys Boulevard in a Corvette
- 5 = Mexico next winter

I can offer:

- 1 = At least \$200 a month to share expenses
- 2 = Mechanical skills; engine, electronics, refrigeration
- 3 = Elbow grease for bottom work, varnishing, and other upkeep
- 4 = Cooking and cleaning skills
- 5 = Ornamental skills, I look great in a bikini

MEN TO CREW ON CRUISING BOATS

Chris Clader, 31, 389-5472 (Redwood City)..... has 2/wants 1/offers 5
Ben R. Smith, 59, P.O. Box 744, Anacortes, WA 98221, Phone Bellingham
Marina Operator for the Gossamer, WD29898, 7-8 a.m. or p.m.
..... has 2/wants 2/offers 1,2,3,4
George Belyea, 54, (209) 486-1040..... has 3/wants 1,5/offers 1,2,3,4
Steve Davis, 28, 731-9098..... has 1/wants 1
Jeffrey Ward, 25, 855-6934 (Piedmont, CA)..... has 2/wants 2/offers 1,2,3
Jim Sayers, 40, (415) 924-8316, 331-2521..... has 3/wants 2,3,5/offers 2,3
Paul Farwell, 22, (714) 684-4519..... has 2/wants 1,2,3,5/offers 1,3,5
Michael Joyce, 40, (415) 673-2670..... has 4/wants 1,2/offers 1,2,3,4
Tom Miller, 37, 593-6523 (San Carlos)..... has 3/wants 1/offers 2,3,4
Nick Blizony, 43, (415) 453-8721..... has 3/wants 1,2,3/offers 1,3,4
Thomas LaFlesh, 44, (415) 487-4807..... has 1/wants 1,5/offers 1,3
Daniel Geer, 47, (805) 525-4433 days, (605) 847-8017 eves
..... has 4/wants 2,5/offers 2
Marvin Burke, 43, 892-7793..... has 4/wants 2,5/offers 1,2,3,4
Bill O'Neill, 46, (415) 965-4186..... has 2/wants 1
Bob Ritchie, 45, 929-9220..... has 3/wants 1,5/offers 2,3
Frank Magnotta, 38, 947-1463 (LaFayette)..... has 3/wants 1/offers 1,2,3,4
John Bunton, 21, (415) 388-6866..... has 3/wants 2/offers 3
Andrew Blake, 34, 868-2800, Stinson Beach..... has 2/wants 1,5/offers 2,3,4
Rick Seapeace, 38, (415) 459-2913..... has 3/wants 1/offers 1,5
Daniel Prentice, 31, 821-4260, 282-7714..... has 4/wants 1,2,5/offers 1,2,3,4
Christian, 37, 388-7395..... has 2/wants 1/offers 2,3,4
Wade McDonald, 22, (406) 249-3790..... has 2/wants 1/offers 3
Todd M. Porteous, 23, (408) 372-2626/wknds, msg, 125 Surf Way, No.338,
Monterey, CA 93940..... has 1/wants 1/offers 1,3,4
Bill Meese, 23, 489-3938..... has 2/wants 1,2,5/offers 3,4
Rob Fowler, 29, (707) 937-0918, Mendocino..... has 1/wants 1/offers 3,5
Bryan Anderson, 50, (415) 457-1794..... has 3/wants 1,5/offers 2,3,4
Larry O'Dea, 37, 591-3249..... has 3/wants 1,2,3,5/offers 1,3,4
Steve Fiser, 30, (415) 459-6200..... has 2,3/wants 1,2,3,5/offers 2,3,4
Joel Waldman, 56, (415) 326-0560, Palo Alto..... has 3/wants 1,2,3,5/offers 1,2
Dave, 46, (415) 641-1258..... has 3/wants 1/offers 2,3

MEN TO CREW ON CRUISING BOATS

Mark Barber, 33, 982-0303 work..... has 1/wants 1,5/offers 3
Jim Dletz, M.D., 31, 331-2309..... has 3/wants 2,3,5/offers 1,2,3,4
Ted Abbott, 34, (415) 434-0770 work, (415) 221-1520 home..... has 4/wants 1
Paul D. Maxwell, 25, 886-5498..... has 1/wants 1/offers 2,3,4
James Podolske, 32, (415) 894-5504 days, (415) 848-1197 eves
..... has 3/wants 1/offers 2,3
Jim Byrne, 43, 869-3222..... has 2/wants 1
Marc S. Whlman, 35, (415) 584-7059..... has 2/wants 1/offers 3
Jim Dealy, 33, (714) 496-5807..... has 2/wants 5/offers 1,2,3,4
James P. Gray, 48, (415) 988-2605..... has 1/wants 1,2,3,4,5/offers 1,3
Ed Kahulla, 48, (415) 545-2738 days, (707) 584-5005 after 7:00 p.m.
..... has 2/wants 1,3/offers 2,3
John Bundschue, 27, (415) 331-1023..... has 3/wants 1/offers 2,3,4
A.E. Sims, 87, (415) 521-0833..... has 3/wants 1/offers 2
Larry Peterson, 33, (415) 881-1956 or 589-7553..... has 2/wants 1/offers 3,4
Rob Watson, 22, (415) 349-1682 ofc, (415) 573-8443 home
..... has 2/wants 1,5/offers 2,3
Ron Kriss, 27, 893-8352 (Oakland)..... has 3/wants 1/offers 2,3,4
John, 37, (408) 354-3182..... has 3/wants 1/offers 2,3,4,5
Tom Maris, 32, (415) 659-0489..... has 1/wants 1/offers 2,3,4
Bruce Berkowitz, 30, (707) 664-2432..... has 2/wants 1,3,5/offers 1,3
Craig Sweet, 38, (918) 488-8731..... has 1/wants 1,2,5/offers 1,3
Mike Beutel, 33, (415) 835-4348..... has 2/wants 1/offers 2
Frank M. Van Kirk, 32, (707) 674-3148..... has 2/wants 1/offers 3,4
Mark D. Creedon, 28, (415) 775-5372..... has 1/wants 1/offers 2,3
Richard Bryant, 31, (408) 275-0827..... has 3/wants 1,5/offers 1,2,3,4
Met Gur, 33, (408) 738-8412..... has 3/wants 1,5/offers 1
Marty Beck, 28, (415) 564-4581..... has 2/wants 1/offers 3
Paul Delts, 29, (707) 829-0978..... has 3/wants 1,2/offers 1,2,3,4
Douglas Randall, 20, (213) 896-3684..... has 2/wants 2,5/offers 1,3,4
Roger M. Miller, (918) 427-1579..... has 2/wants 2,3,5/offers 1,3,4
David Demarest, 33, 236-2833 work..... has 3/wants 5/offers 1,3,4
Mike McClintock, 41, (918) 541-3817
..... has 2,4/wants 5 & Carib via Panama in Fall/offers 1,2,3,4
Steve Pringle, 30, (408) 462-0358 home, (408) 378-7000 x 2788 work
..... has 3/wants 2,5/offers 3
Len Tleemann, 47, (415) 792-1539..... has 4/wants 1
Hank, 52, P.O. Box 2413, Menlo Park, CA 94025..... has 2,3/wants 1/offers 2,3
Bruce Schwegler, 42, 7208 S.W. 19th, Portland, OR 97219, (503) 245-9085
..... has 3/wants 2,3,5/offers 1,2,3,4
Martin Swank, 37, (415) 235-1225..... has 2,3/wants 1,2,5/offers 2,3,4
Christopher Lyke, 23, (415) 323-3157..... has 2/wants 1,2,3,4,5/offers 2,3,4
Ken Russell, 35, 848-9878..... has 3/wants 1/offers 2,3,4
Jim Hunt, 24, 922-4304 home, 556-9898 work..... has 1/wants 2,5/offers 3,4
John Heberling, 26, (408) 948-5413..... has 2/wants 1/offers 3
Alvin Lee, 33, 543-8333 ext 40 work, 752-1540 home
..... has 2/wants 1/offers 3
John Idling (RYC), 38, 526-0128 Albany..... has 3/wants 1,5/offers 1,2,3
James D. Smith, 25, (415) 443-0128..... has 2/wants 1/offers 3,5
Blaine W. Nickens, 25, (918) 988-8388..... has 1/wants 1,3,5/offers 2,3,4
Andrew Ian Murphy, 21, (408) 379-8337..... has 2/wants 2,3/offers 1,2,3
Bill Muir, 29, (415) 587-9219..... has 4/wants 1/offers 2,3
Walter Coole, 28, (707) 548-8503..... has 3/wants 1/offers 1,2,3
Matt Novak, 34, 853-9356 (Berkeley)..... has 3/wants 1/offers 2,3
Dale Myers, 45, (408) 358-6094..... has 1/wants 2/offers 3,4
Howard J. Mikar, 37, (415) 626-9454..... has 2,3/wants 1/offers 3
Ray Young, 57, (415) 897-3229..... has 3/wants 1,2,3,5/offers 1,3,4
Ron Winkler, 31, (415) 589-7347..... has 1/wants 1/offers 1,3
Jon Martling, 32, 220 Redwood Hwy 181, Mill Valley, CA 94941
..... has 1/wants 1/offers 3,4
Ken Willrich, 50, (702) 832-0234..... has 3/wants 1/offers 2,3,4
Charles Brabant, 44, (415) 968-5407 work, (415) 941-8937 home
..... has 3/wants 1,3,5/offers 1,2,3,4
Ken Karda, 39, 530-8389 home, 768-0335 days
..... has 2/wants 1/offers 2,3,4
William Paul Spickofsky, 39, Genl. Delivery, Sausalito, CA 94965
..... has 1/wants 2,5/offers 1,3,4
Steven Christensen, 29, 664-8281..... has 3/wants 2,5/offers 2,3,4
John E. Miller, 34, 522-3350 (Alameda)..... has 2/wants 1,2
Karl Pederson, 22, 2870 La Salle Dr., Mt. View, CA 94040
..... has 2/wants 1/offers 2,3
Kyle Reddick, 24, (415) 383-8513..... has 3/wants 2/offers 2,3
Alan Tam, 41, (415) 647-7087..... has 3/wants 1,3,5/offers 1,2,3,4

1985 CREW LIST:

MEN TO CREW ON CRUISING BOATS

Jon Winn, 36, (408) 746-6638 days, (415) 964-6535 eves
 has 1/wants 1/offers 3,4
 Mike Helner, 28, (415) 668-1720..... has 3/wants 1,2/offers 1,2,3,4
 Dan Wynne, 33, 221-0805..... has 2/wants 1,2,5/offers 3,4
 Larry Petite, 40, 929-9578..... has 4/wants 2,5/offers 2,3,4
 G. P. Randles, 29, (415) 392-3000 work, 383-9448 home
 has 2/wants 1/offers 3,4
 Craig Johnson, 22, (406) 846-9425..... has 4/wants 2,5/offers 1,2,3,4
 Mitch Merrill, 29, 647-3497..... has 2/wants 1/offers 2,3
 Walt Tracinski, 38, (415) 652-5134 work, (408) 725-6236 home
 has 3/wants 1,3,4/offers 2,3,4
 Patrick Culver, 34, (918) 629-2366 msg, Box 703, Willow Creek, CA 95573
 has 1,2,3/wants 2,3,4,5/offers 1,2,3,4
 Christopher C. King, R.N., 33, c/o Island Marina, Rt.1, Box 197, Clarksburg, CA 95612..... has 1/wants 1/offers 1,2,3,4
 Chet Ferguson, 55, P.O. Box 33, Clayton, CA 94517
 has 3,4/wants 1,2,5/offers 1,2,3,4
 Dean Ritchie, 48, (707) 257-2356..... has 3/wants 1/offers 1,3
 Gary L. Gray, 40, 693-4360, 525 Prince, Oakland..... has 3/wants 1/offers 3
 Scot Lee, 26, (415) 323-0568..... has 1/wants 1,2,3,4,5/offers 1,3,4
 Lloyd Dawson, 40's, (916) 457-4267..... has 4/wants 1,2,3,5/offers 1,3,4
 D.A. Blood, 40, 341 Solana Hills Dr, No.19, Solana Beach, CA 92075
 has 3/wants 1/offers 3
 Donald J. Tallman, 29, (415) 685-0508..... has 2/wants 1/offers 3,4
 Tom Story, 34, 1112 Klengel St., Antioch, CA 94509..... has 1/wants 1,5/offers 2
 Steve Lake, 30, (406) 735-7028 home, (406) 749-4695 work
 has 1,2,3/wants 1,2,3/offers 2,3
 David West, 26, (406) 253-3810, 20900 Homestead Rd, Apt E1, Cupertino, CA 95014..... has 1/wants 1,3/offers 3,4
 Wink Franklin, 44, 435-1359 home, 431-5650 work..... has 3/wants 1
 Doug Rechstelner, 28, (406) 247-5208 home, (406) 743-1638 work
 has 2/wants 1,4/offers 1,2,3,4
 Rand R. Plixa, 35, 556-3142..... has 3/wants 1/offers 2,3,4
 Alex Kovner, 40, (415) 485-0178 home, (415) 576-4189 msg svc
 has 3/wants 2,3/offers 1,3
 Bill Edell, 42, (619) 449-6622..... has 3/wants 2/offers 1,3,4
 Eric Hedgecock, 25, (415) 222-7746 home, (415) 571-1490 work
 has 2/wants 1/offers 2,3,4

WOMEN TO CREW ON CRUISING BOATS

Here's the second list. This is the list of women who want to crew on a cruising boat. This is not a personal want ads section! As far as we're concerned, everyone who signs up on the list is interested in exactly what they say they are. If you think what they really want is a little hanky panky in the forepeak, don't use this List. Some of the women use just a first name or even their initials. That's fine with us. Phone numbers may be either at home or work, so plan your calls accordingly. And mind your manners!

Following the women's list is another one for couples looking to crew. The codes for both of these is exactly the same as for the men's category. Go to it!

WOMEN TO CREW ON CRUISING BOATS

Lynne Dudlitch, 34, (415) 457-3178..... has 2/wants 1/offers 3,4
 Genie Karnowksi, 30, (415) 924-1716..... has 2/wants 1/offers 3,4
 Linda Thompson, 33, (415) 961-5967..... has 1/wants 1/offers 3,4
 Marl, 31, 381-1651..... has 3/wants 1,2,3,4,5/offers 1,3,5
 Kathy O'Loughlin, 30, (415) 584-7059..... has 2/wants 1/offers 4
 Jennifer O'Donnell, 23, 685-1672 home, 768-9616 work
 has 2/wants 1,2,3/offers 3,4
 Patricia, 30, 667 Bay Road, Menlo Park CA 94025 work
 has 1/wants 1/offers 3

WOMEN TO CREW ON CRUISING BOATS

Lorraine Anderson, 34, (415) 821-1290..... has 2/wants 1
 Peggy Rosenow, 27, 753-0873..... has 2/wants 1/offers 3,4,5
 Carolyn Price, 28, 1195 Tennessee St., San Francisco, CA 94107
 has 2/wants 1/offers 3,4
 Lynn Myers, 34, 928-7104 (Sacramento)..... has 2/wants 1/offers 4,5
 Mary Lou Dean, 37, 453-6648..... has 3/wants 1/offers 3,4
 Toni Berkeley, 40, 648-6267..... has 3/wants 1/offers 3,4,5
 Ellen, 27, (415) 325-6493..... has 2/wants 1/offers 1,3
 Ann, 26, 632-6870..... has 2/wants 1,5/offers 3,4,5
 Terry, (415) 986-5700 days..... has 1/wants 1/offers 4
 Dena, 39, (415) 945-1053..... has 2/wants 1/offers 3,4
 Carolyn, 38, (415) 332-9357..... has 3/wants 1,5
 Heidi Glover, 34, (415) 331-3128..... has 3/wants 1,2,5/offers 1,2,3,4,5
 Gaye Carson, 35, P.O. Box 1509, Palo Alto, CA 94302
 has 3/wants 2,3,5/offers 1,3,4
 Eleanore B. Hicks, 30, (415) 621-8556 or 543-1166..... has 1/wants 1,5/offers 4,5
 Connie Grizzell, 26, (415) 396-3366 work..... has 1/wants 1,5/offers 4
 Caro Macpherson, 525-1143..... has 1/wants 1/offers 3,4
 Linda J. Barncord, 29, (415) 443-6229 home, (415) 422-2459 work
 has 2/wants 1,3/offers 3,5
 Heidi Stone, 27, 3450 Whitnor Court, Sacramento, CA 95821, c/o Active Equipment Co..... has 1/wants 1,2,3,5/offers 4
 Allxandra Plank, (415) 826-2519..... has 2/wants 1,2/offers 3,4
 Linda, 38, (415) 592-6124..... has 2/wants 1,5/offers 1,3,4
 Nancy Kreinberg, 36, 759-6084..... has 2/wants 1,2/offers 1,3,4
 Patti O'Neal, 30, (415) 386-4274..... has 3/wants 1,5/offers 3,4
 Ronnle, 50, (415) 341-4202..... has 1,2/wants 1/offers 3,4
 Lorl, 45, (406) 824-3896..... has 2/wants 1,2/offers 1,4
 Ardle Nelswonger, 50, 139 G Street, No.26, Davis, CA 95616
 has 2/wants 1/offers 3,4
 Mimi Liem, 34, P.O. Box 29443, San Francisco, CA 94129
 has 3/wants 1,2,3,5/offers 1,2,3,4
 Rose Darling, 24, c/o L. Gonzales, P.O. Box 12364, Oakland, CA 94604
 has 1/wants 1,2,3,5/offers 3,4
 Lisa G., 24, P.O. Box 12364, Oakland, CA 94604..... has 1/wants 1,5/offers 3,4
 Annabell, 32, (415) 221-6835 msg..... has 1/wants 1,2/offers 1,2,3,4
 Bonnie Crossley, 38, 10685 Sunnyside Rd SE, Jefferson, OR 97352
 (503) 383-0121..... has 1/wants 2,3,5/offers 1,3,4
 Melody Marks, 35, (415) 868-7520..... has 2/wants 1,2,5/offers 1,4,5
 Freda Byrne, 27, (415) 948-1460 work..... has 2/wants 1,2,5/offers 3,4
 Tracy Bell, 30, (415) 388-5204..... has 2/wants 1,2,5/offers 1,3,4,5
 Barbara Abshler, 45, (408) 353-1677..... has 2/wants 1,3/offers 1,4
 Pat Gibson, 41, 372-7258 home, 268-9404 work..... has 3/wants 5/offers 2,3,4
 Betty Dunets, 38, (415) 931-3038..... has 4/wants 5, Caribbean/offers 1,3,4
 Diane H., 25, 391-1900 work, 759-0821 home..... has 3/wants 1/offers 3,4,5
 Gretchen Anderson, 28, (415) 583-5687..... has 2/wants 2,5/offers 3,4,5
 Roxanne, 32, (415) 933-9760..... has 1/wants 1/offers 3,4,5
 Alexandra Dixon, 29, (415) 398-2151 work, (415) 563-3036 home
 has 2/wants 1,2,3,5/offers 1,3,4
 Darth Dunbar, 29, (415) 685-8558 home..... has 2/wants 1/offers 3,4,5
 Mary Lovely, 30's, 567-1342..... has 2/wants 1,3/offers 3,4
 Josephine Brazeau, 38, 513 Falroaks ave, Sunnyvale, CA 94066-3722
 has 1/wants 1/offers 3,4,5
 Vicki Clucas, 30, (415) 540-8887..... has 2/wants 1
 Heidi Schmidt, 30, (415) 761-2300 work, (415) 549-1372 home
 has 1,2/wants 1/offers 3,4
 Andrea Sharp, 27, 641-1307..... has 1/wants 1,2,4,5/offers 3,4
 Michelle Price, 32, (415) 339-2347 home, (415) 676-9768 work
 has 4/wants 1,2,3,5/offers 1,3,4
 Carole, 32, (415) 651-3795..... has 2/wants 1,2,3,5/offers 1,3,4,5
 Georgette "Gigi" Arata, 26, (415) 671-6241..... has 1/wants 1,2,5/offers 1,3,4,5
 Louise Pender, (408) 275-9964..... has 3/wants 1/offers 3,4
 Nancy Tanner, 37, (415) 454-4149..... has 2,3/wants 1,5/offers 1,3,4,5
 Margaret, (408) 476-1753..... has 2/wants 2,5/offers 1,4
 Deanna Bradbury, 23, (415) 454-2445..... has 1,2/wants 1/offers 3,4,5
 Kathy, 36, P.O. Box 1625, El Cerrito, CA 94530-4825
 has 3/wants 1/offers 3,4
 Sally Carpender, 28, (415) 334-9905..... has 1/wants 1,2,3,4,5/offers 3,4,5
 Grace DeGeorgis, 38, (415) 938-5665..... has 2/wants 1/offers 3,4,5
 Bonnie MacKenzie, 42, (916) 758-0372..... has 1/wants 1/offers 3,4

CRUISING & DAYSAILING

WOMEN TO CREW ON CRUISING BOATS

WOMEN TO CREW ON CRUISING BOATS

Deidre, 38, 331-2406..... has 3/wants 1,5/offers 3,4,5
 Carol, 46, (415) 322-7683..... has 2/wants 1,2,3,5/offers 1,3,4
 Trina, 36, 12 Delmar Street, San Francisco, CA 94117..... has 2/wants 1,2,3,5/offers 1,2,3,4
 Sandy, 39, (415) 887-0326..... has 3/wants 1/offers 3
 Nancy J. Bailes, 36, 591-5717..... has 2/wants 1/offers 4,5
 Joan Columbini, 27, (415) 994-1172..... has 2/wants 1,2,3,4,5/offers 3,4
 Elaine, 40, (415) 332-2761..... has 4/wants 3,5/offers 1,3,4,5
 Karen, 37, (415) 885-6207..... has 1/wants 1/offers 3,4
 Barbara P. Swanson, 59, Box 514, Corrales, N.M. 67046, (505) 696-0584..... has 1-2/wants 2,3,5/offers 1,3,4
 Mary, 36, 376-2663..... has 4/wants 1/offers 3,4,5
 Diana Armstrong, 46, 428-1123..... has 1/wants 1/offers 1,4
 Randi Neiner, 38, 769-2144..... has 3/wants 1/offers 3,4,5
 Nancy Vernon-Burke, 36, 769-2144..... has 3/wants 1,2,3/offers 3,4,5
 Judie Finnegan, 34, 697-6020 or 540-0671, ext. 419, Burlingame..... has 2/wants 2,3,5/offers 1,3,4
 Amy, 22, 548-7451..... has 1-2/wants 1,4/offers 1,3,4,5
 Jeanne L., 37, 24 Coronado Ave, Los Altos, CA 94022..... has 2/wants 1,2,5/offers 1,4
 Ellen, 25, (415) 548-3796..... has 1/wants 1/offers 3,4
 Holly Wilson, 21, (415) 966-7322 days..... has 2/wants 1/offers 3,4,5
 Freda, 27, (415) 591-1021..... has 2/wants 1,2/offers 3,4
 R. Baker, 39, 937-2458 (Lafayette)..... has 1/wants 1,4,5/offers 4,5
 Helen L. Thomas, 55, (415) 967-7527..... has 2/wants 1,2,3,5/offers 1,3,4,5
 Valerie Hetherington, 45, (415) 461-1976..... has 1,2/wants 1,2,3/offers 1,4,5
 Nancy Nay, 41, (415) 479-6729 work, (415) 479-6212..... has 2/wants 1,5/offers 1,3,4
 Michelle G., 24, 391-1900 10 a.m.-6 p.m., 665-9169 after 7 p.m..... has 1/wants 1,4/offers 3,4,5
 Susan Hall, 40, 524-7939..... has 2/wants 1/offers 4,5
 Kata, 30, (415) 349-9869..... has 1/wants 1/offers 2,3,4
 H. Long, 22, P.O. Box 9827, Mills College, Oakland, CA 94613..... has 3/wants 1,2/offers 3,4
 Anne, 41, Box 394, San Pablo, CA 94606-0394..... has 3/wants 1/offers 3,4
 Justine, 34, (408) 288-8595..... has 1/wants 1/offers 3,4,5
 Lorie Woods, 35, P.O. Box 1007, Capitola, CA 95010..... has 4/wants 5/offers 3,4,5
 Alexa Knight, (415) 522-7422..... has 2/wants 1/offers 4
 Pam, 39, 459-3855..... has 3/wants 1,2,3,5/offers 1,3,4,5
 Georgie, 50, (415) 479-7194..... has 3/wants 1/offers 3,4,5
 Ruth Lincoln, 38, P.O. Box 3284, Redwood City, CA 94064..... has 3/wants 1/offers 2,3,4,5
 Barbara J. Hall, 47, (415) 848-0889..... has 1/wants 1/offers 3,4
 Cathy Rowboat, 36, (415) 845-1633..... has 3/wants 1,4,5/offers 1,3,4
 Marsha Masthead, 32, eves 661-5755..... has 2/wants 1,2,5/offers 3,4
 Fran Clader, 24, (415) 459-3792..... has 2/wants 1,2,3/offers 3,4
 Marilyn Davis, work (415) 642-3448, home (415) 839-2662..... has 3/wants 1,3/offers 3,4
 Carole Swetky, 26, (415) 549-3437..... has 3/wants 1/offers 3,4
 Jane Austin, 32, (415) 956-6784 work, (415) 383-4349 home..... has 2/wants 1,2,5/offers 3,4,5
 Kate Miles, 39, c/o 500 Sansome st., Ste 700, San Francisco 94111..... has 2/wants 1/offers 1,4
 Bev, (408) 280-5067..... has 2/wants 1,5/offers 3,4
 Gloria Lilly, 37, (415) 355-4423..... has 1/wants 1,2/offers 3,4,5
 Patti Brady, 34, 863-1258..... has 2/wants 1/offers 3,4
 Terese, 37, (415) 331-2406..... has 2,3/wants 1,2,4,5/offers 1,3,4,5
 Louanne Lee, 23, 1730 Vicente St., San Francisco, CA 94116..... has 1,2/wants 1/offers 2,3,4
 Sherrie Blue-eyes, 28, 1827 Haight St. No.213, San Francisco 94117..... has 1/wants 1,5/offers 5
 Mary Ann Anderson, 41, (406) 725-8301 (In Europe April/May)..... has 1/wants 1,5/offers 1,3,4
 Diane Moreno, 34, (415) 927-1696..... has 3/wants 1,3,5/offers 3,4
 Beth Bryant, 45, 955-7536 days..... has 2/wants 1/offers 3,4,5
 Carol, 44, (415) 323-4409..... has 3/wants 1,5/offers 3,4
 Pat Furney, 33, (415) 625-2291..... has 2/wants 1/offers 4
 Katie Hover, 21, 2601 Warring, Box 313, Berkeley 94720..... has 1-2/wants 1,2/offers 1,3,4,5

Jan Watson, 45, (415) 724-6034..... has 2/wants 1/offers 3,4
 Sandra, 44, P.O. Box 590652, San Francisco 94159..... has 3/offers 3
 Sandy Troy, 34, home (415) 372-0144..... has 3/wants 1,2,3,5/offers 1,3,4
 Virginia Stockinger, 27, (415) 697-3212 or (415) 461-9595..... has 2/wants 1/offers 3,4
 Mary Beth, 22, (415) 479-0629..... has 1/wants 1/offers 4
 Katrine, 35, (415) 826-1007..... has 1/wants 1/offers 4
 Marianne, 29, (415) 626-1007..... has 1/wants 1/offers 4,5
 Katherine Woodford, 50, (415) 459-1940..... has 1/wants 1,3,5/offers 1,3,4
 Anna/P.W.E., 32, P.O. Box 590802, San Francisco 94159..... has 1/wants 1/offers 4
 Liese-Marie, 22, 639-8499 work..... has 2/wants 1,5/offers 3,4,5
 Maryann Rowan, 33, (415) 757-3453..... has 2/wants 1,2,5/offers 5
 Verenna, 30's, (415) 388-6806..... has 1/wants 1,4,5/offers 1,4
 Claudia Reay, M.D., 40, (415) 528-2314..... has 2/wants 1,2,3,5/offers 1,3,4
 Barbara, 32, 587-6586..... has 3/wants 1,2/offers 3,4
 Anne Shannon Morgan, M.D., 50, 688-0113, Stinson Beach..... has 2/wants 1/offers 4
 Laura Card, 55, (408) 299-3813 or (415) 326-0560..... has 2/wants 1
 Gigi Johnson, 40's, P.O. Box 6254, San Diego, CA 92106..... has 4/wants 2,5/offers 1,3,4
 Beverly M. Barth, 39, 398-7921/w, 938-4388/h..... has 2,3/wants 1,2,4/offers 1,3,4,5
 Kathy Peck, 26, 620-6271/w, 693-3273/h..... has 2/wants 1,2,5/offers 3,4,5
 Anna, 54, (415) 465-7249..... has 1/wants 1/offers 4
 Hazel, 40, 388-7395..... has 2/wants 1/offers 3,4
 Annemarie Verieni, (406) 446-9435..... has 3/wants 1/offers 3,4,5
 Mary Martinez, 38, (707) 938-0574, (415) 553-0261 msg..... has 2/wants 1,2,5/offers 1,3,5
 Linda Cleaver, 41, (415) 383-6137..... has 2/wants 1/offers 3,4
 Carol Fitzsimmons, 43, (415) 883-1663, 472-2343/w..... has 1-2/wants 1,2,5/offers 1,4,5
 Fran Winch-Wench, 34, (415) 649-9383..... has 3/wants 1,2/offers 1,3,4,5
 Lainie, 35, (415) 332-7166..... has 1/wants 1,5/offers 3,4,5
 Ginger Knowlton, 27, (707) 937-0916, Mendocino..... has 1/wants 1,2,3,5/offers 3,4,5
 Pat, 38, (415) 531-2065..... has 3/wants 2,3/offers 1,3,4
 Alice Schwebke, 40, (415) 652-3001..... has 1/wants 1/offers 1,3,4
 Leslie, 23, 234 F Main St., P.O. 110, Pleasanton, CA 94566..... has 2/wants 1,2,3,5/offers 4,5
 Doreen, 35, 276-7849..... has 1/wants 1/offers 5
 Maria & Elizabeth, 23, 22, P.O. Box 1324 Soquel, CA 95073..... has 1,2/wants 5, Carib./offers 1,3,4
 Joan Longden, 30, 2215-R Market St., No.269, San Francisco 94114..... has 1/wants 1,2,5/offers 1,2,3,4
 Janie, 47, Box 596, Belvedere, CA 94920..... has 3/wants 1,5/offers 1,3,4,5
 Peggy Peterson, 36, (415) 653-8992..... has 2/wants 1/offers 3,4
 Marilyn Lane, 46, (415) 455-6148..... has 1/wants 1/offers 3,4,5
 Julie Hamilton, 25, 549-1369..... has 2/wants 1/offers 4
 Betsy, 32, c/o 545 Haight No.1, San Francisco 94117, (415) 663-9628/w..... has 1-2/wants 1/offers 3,4
 Sue Ryan, 36, P.O. Box 3253, Daly City, CA 94015..... has 2/wants 1/offers 3,4
 Michele Fraser, 30, 459-2996..... has 2/wants 1/offers 3

COUPLES TO CREW ON CRUISING BOATS

Cindy Wheelock/Bob Warren, 30/38, (503) 779-4845..... has 3/wants 5/offers 1,3,4,5
 Jim Bradfield/Marci, 42, 355-3284, 24 Duncan Ct, Pacifica..... has 2,3/wants 1,5/offers 3,4
 Natalie and Dan, 26/25, (415) 523-6830..... has 1,2/wants 1/offers 2,3,4,5
 Michael/Sally Pierson, 42, (415) 530-6545..... has 2/wants 1,2,3,4,5/offers 2,3,4
 Rosanne/Gerry Schroeder, 30-40, (805) 965-5512, P.O.B. 667, Santa Barbara 93102..... has 2/wants 2/offers 1,2,3,4
 Irene/Hugh Miles, 27, 941 Hickory Ct, Fairfield, CA 94533..... has 2/wants 1/offers 3,4

1985 CREW LIST:

BOATS LOOKING FOR CREW TO CRUISE

Next we have the lists of people looking for crew to cruise with them. The code for this is printed below. We advise you to take a moment before you call anyone and ask yourself a few questions. Are you willing to commit yourself to helping these people sail their boats efficiently and safely? Are you willing to accept being wet, cold and miserable as a normal part of sailing? If you can't say yes to either one of these, then don't call!

The List for Couples is followed by the ones for women and men.

CODE

My boat is a _____
I plan to sail to _____ (Mexico, Hawaii, etc.).
On this date _____

I am looking for crew:
1 = That is male
2 = That is female
3 = Whose sex is unimportant

My crew should:
1 = Be willing to share expenses such as food and fuel
2 = Be willing to bust butt preparing the boat
3 = Have more desire than experience
4 = Have lots of ocean experience
5 = Know celestial navigation, really know it
6 = Have mechanical skills for engine, etc.
7 = Be unattached and unopposed to the possibility of a friendship blossoming
8 = Look good in a bikini

COUPLES WITH CRUISING BOATS

Lon/Marla Hanke, 41, 45 Mollino Ave., Mill Valley, 388-7330/h, 332-5212/h, Alberg 35, Bay/Coastal..... wants 3/should 2,4,6
Marg & Vern, 50's, (408) 448-8461, Hunter '31, Bay/Coastal, Year round..... wants 3/should 1,2,3
Gail/Tudi Lundin, 50's, (415) 523-1383, Alameda, 37½' ketch, Bay/Coastal..... wants 3/should 1,2,3,4,6
Janet/James Luxton, 30/38, Genl. Delivery, Sausalito, CA 94985, 58' cold molded ketch, New Zealand via Tahiti, May/85..... wants 3/should 1,4
Dr/Mrs. Al Grybas, 5348 Terrace Oak Circle, Fair Oaks, CA 95828, Ericson 32, Berkeley Marina, Bay/Delta, Year round..... wants couples/should 4

WOMEN WITH BOATS LOOKING FOR CRUISING CREW

Ardle Nelswonger, 50's, 139 G St., No.28, Davis, CA 95818, '75 Cal 2-27, Delta/summer..... wants 1/should 1,7,8
George, 50, (415) 479-7194, Catalina 30..... wants 1/should 1,3,7

MEN WITH BOATS LOOKING FOR CRUISING CREW

Rick Berby, 51, (415) 332-2472, 37' Islander Pilothouse, Bay/ Coast/Delta, year round..... wants 2/should 3,7,8
Rick, 39, (415) 981-2017, Ranger 33, Bay/Delta..... wants 2/should 1,3,7

MEN WITH BOATS LOOKING FOR CRUISING CREW

Al MacDiarmid, 52, (408) 256-8588 work, Freedom 28, Local, thru '87 wants 2/should 1,3,7
Earl Hansen, 49, (415) 332-5096, 41' Peterson, Mexico/Caribbean, Europe, 11/85 wants 2/should 2,3,4,7,8
Art Detmar, 42, No.203-123, 1587 Spinnaker Dr, Ventura, CA 93001, Cascade 36, Channel Islands/Mexico, 85-88 wants 2/should 1,2,3,7
Al Tooher, 52, 16002 So. Atlantic Ave, SP5C Compton CA 90221 wants 2/should 2,3,7,8
Lawrence Rau, 38, (707) 882-2374 a.m. M-F, Pearson Arlet (Alberg 26), Circumnavigate, 9-85 wants 2/should 1,2,4,7
Mike, 30, 851 San Ramon, Sunnyvale, CA 94088, Folkboat, Bay and Delta wants 2/should 3,7
Jerry Furst, 38, (415) 228-3888, (S2) 9.2C-Sloop, Bay/Coast/Delta & Estuaries wants 2,3/should 1,3,7,8
Miles Cortner, 57, "Sea Swan", 1011 Keehi Bt. Hbr, Honolulu, HI 96819, 47' Schooner, Tahiti/West, May 25 wants 2/should 2,3,7
Steve Dutton, 32, Capitania del Puerto, Puerto Vallarta, Jalisco, Mexico, Columbia 28, Now wants 2/should 1,3,4,7,8
Don Crie, 56, (619) 589-8785, Westsail 28, Channel Isl/Mex/So. Pacific, June/July wants 2
Bill Goebler, 32, (415) 548-5191 msg, Santana 22, Bay/Delta, Wkdays, Wknds wants 3/should 1,2
Charles Brabant, 44, (415) 968-5407, Pearson 33 sloop, Paradise on the Pacific, Summer '85 wants 3
Tom McCarthy, 40, 1803 Mission St., No.564, Santa Cruz, CA 95060, Catalina 30, Mexico, 11/1/85 wants 2/should 1,3,7
Helmut Heine, 46, c/o R. Loerky, 6020 SW 93 Pl, Miami, FL 33173, 35' sailing yacht, Caribbean/Fall '85 wants 2/should 3,7
R. Langdon, 47, Box 66216, Seattle, WA 98166, 38' Morgan, South Pacific, 6/88 wants 2/should 1,2,7
Don McNabb, 46, (415) 872-2325, 45' ketch, Bay/Coast/Inland, thru 1988 winter/summer wants 2/should 1,2,7,8
Paul Fontes, 45, (415) 237-0121, 24' Islander Bahama, Angel Isl/Tiburon, '85 Bay season wants 3/should 3,7
David Howard, 36, 989-8700 or 587-3610, J-24, Bay daysailing, year round/wknds wants 2/should 1,2,3
S. Parmelee, 39, 1150 Ballena Blvd, Alameda CA 94501, Bay Area wants 2/should 1,2,3,7,8
Jim Ford, 34, 382-2551 work, 383-5420 msg, 29' Elite, SF Bay, Delta, Spring/Summer wants 2/should 8
T. Hecker, 38, 1391 Melwood Dr, San Jose, CA 95118, 35' Cheoy Lee Lyon, Calif. Coast Summer, Mexico Winter, 5/85 wants 3/should 1,2,3
Leslie M. Goldner, 41, 929-8596 or 430-0468, 55' ketch, wknd cruising/anytime wants 2/should 2,4,7,8
Bob Peterson, 46, (415) 321-4788, C&C 38, So. Pacific, 2/88 wants 3/should 1,2,3,8
Josiah R. Meyer II, 43, (415) 839-5480 work, (415) 854-9450 home, Dufour 27, Bay, monthly wants couples/should 1,3
Stu Gillette, 51, (213) 822-8444, CT-37, Mexico & South, 11/21/85 wants 2/should 1,2,3,7,8
Steve R. Watson, 39, 869-2780 work 6:30-3:00, Ericson 37, Marquesas, Tahiti, June wants 2/should 1,2,3
Al Wilson, Carl Wilson, 38/39, (415) 367-0218, 726-3741, 45' Lancer Power Saller, Bay & local wants 2/should 1,2,3,7,8
Bill, 38, (805) 388-1188, Cheoy Lee 48, Hawaii, 8/85.... wants 2/should 2,3,7,8
Ward Gray, 33, Box 22, Halnes, AK 99827, Rawson 30, Yakutat, Litua Bay, Glacier Bay, Gulf of AK, Spring/Summer 85 wants 3/should 1,2
Rick Van Osten, 43, (916) 965-1073, Custom 37 sloop, Mexico & ?, 10/85 wants 2/should 1,2,3,7
Dick Schuettge, (415) 841-8982, Odyssey 30, Pt. Reyes, San Diego/Bay wants 1,2/should 1,2,3
Robert H. Globus, 58, (918) 987-3818, 32' Cheoy Lee, Delta & Bay, April/October wants 1,2,3/should 3,6,7
George N. Wlenholz, 45, 489-2339, Alden Traveler 32', Bay & Delta wants 2,3/should 1,2,3,8
Stan Starkey, 48, 422-0298 days, 447-2433 eves, Cheoy Lee Offshore 40, Bay Area, 2 wknds month wants 3/should 2,3
J. Brown, 41, (415) 889-3222 days, 27' Catalina, Bay, wknds wants 2/should 3
Jerome King, 53, Suite 298, 2733 Shelter Island Dr, San Diego, CA 92108, Sampson 50 ketch, Mexico, ASAP or 20 March.... wants 2/should 1,2,3,7

CRUISING & DAYSAILING

MEN WITH BOATS LOOKING FOR CRUISING CREW

Cary James, 39, 40 Pt San Pedro Rd, San Rafael, CA 94901, Self-built 30' Sloop, Anywhere, this year wants 2/should 1,2,3,4
 Jim Murphy, 45, (408) 255-6019, Rawson 30, Bay, Coast, Mexico?, Open wants 3/should 1,2,3
 Gary Gebhard, 45, 845-1863 home, 769-6400 work, Mull 45 (no information listed)
 Dana Banks, 36, 899 Bolton circle, Benicia, CA 94510, Pearson 35, Mexico, Panama, Caribbean/Europe, Sept. 85 wants 2/should 3,7,8
 J. Walker, 29, P.O. Box No. 7456, Ventura, CA 93006, 32' F/G Rhodes Design, Channel Isls/Mex/S. Panama/Med/Sweden/Carib, Summer '85-'90 wants 2/should 3,7,8
 Louie Thomas, 60, P.O. Box 60214, San Diego, CA 92106, 50 ketch, Mex, 11/1/85 wants 1,2,3/should 1,2,3,5,7,8
 Bob Hood, 43, Oyster Cove Marina, (415) 871-7883, Westsall 32, Bay Area wants 2/should 3
 Joe Smyth, 39, Yate Whispurr, c/o Capt. Del Puerto, LaPaz BCS, Mex., Hans Christian 34', anywhere, anytime wants 3/should 1,2,3
 Chuck Frake, P.O. Box 42, Soquel, CA 95073, Nor'sea 27, Channel Isl/Mex/So Pac, 7/85 wants 3/should 1,2
 Met Gur, 33, (408) 738-8412, Coronado 25, Fort Mason, Bay/Delta wants 3/should 2,3
 Gene Vick, 46, (415) 464-3814 'till 2:30 p.m., 35' U.S., Bay Area, wknds wants 2/should 1,3,7
 Darryl Coe, 41, (595-2765) (931-BOAT), Venture 24, Bay/Delta/Ocean, wknds wants 2/should 3,7,8
 Eddie Alexander, 43, (408) 249-4918, Islander 26, Bay/Delta wants 2/should 1,2,3,7,8
 Phil Harten, 55, (707) 648-4314 work, Freedom 21, Bay/Delta/Monterey, May-Sept & wknds wants 2/should 2,3,7,8
 Curt Abel, 60, (415) 479-8812 eves, Pacific Clipper, Locally, Feb wants 2/should 1,3,7
 Fred Quigley, 50, (707) 554-1158, Catalina 30, Vallejo to SF Bay, Year round wants 2/should 1,2,3,7
 Paul May, 35, (415) 368-8096 home, (415) 852-4730 work, Herreshoff, The World wants 2/should 1,2,3,7
 Don Hubbard, 55, (415) 278-1493, 30' sloop, Mex, In 1 or 2 yrs wants 1,2,3/should 1,2,3,7,8
 Jim Olson, 39, 383-9499, Tartan 34, Bay, Delta, Coast, wknds, holldays, summer wants 2/should 1,7
 Jason Scott, 52, (819) 223-4455, Cheoy Lee Offshore 27, Marquesas, Societies, Friendly Is. Fiji, NZ (Lv SD), 6/85 wants 2/should 1,3,7
 George Taylor, 87, c/o Gen Del, Chief PO, Whangarei, New Zealand, Westsall 32, Australia/Fiji/Tonga, etc., 4/85 wants 2/should 1,3,4,7
 Marten Von Jena, 44, P.O. Box 8213, Santa Cruz, CA 95062, 40' Wharran Cat, Mex/So. Pac, Fall '85 wants 2/should 1,2,3,7,8
 Michael T. Smith, 39, (213) 491-0811, 26' Trimaran, Mex/Panama/Caribbean, 12/85 wants 2/should 2,3,7,8
 John Pitkin, 35, (415) 828-2438, Catalina 30, Carmel/Morrow Bay, 7/85 wants 2/should 1,2,3,7
 Joe Paul, 37, 339 Boynton Ave, San Jose, CA 95117, 41' gaff rig cutter, Coast Santa Cruz/Monterey, 7-1-85 wants 2/should 2,3,7,8
 James B. LeRoy, 59, 14028 Tahiti Way, Marina Del Rey, CA 90292, 32' Islander, Cutter Rig, Hawaii, Tahiti, etc., 6/1/85 wants 3/should 1,3,6
 Andrew, 31, P.O. Box 468, Cupertino, CA 95015, 40' ketch, many points unknown, 1/1/87 wants 2/should 1,2,3,7
 Jay Earnhardt, 40, 332-1259, 40' ketch, Sea of Cortez, 10/1/85 wants 2,3/should 1,7
 Max DeYoung, 38, 932-3364, Walnut Creek, 32' yawl, Bay/Mexico, Mex/8-85 wants 2/should 2,3,7,8
 Chip Edin, 41, (415) 930-7734, J/24, Locally wants 3/should 1,3
 Bruce M. Westrate, 46, (415) 589-8463, 35' Hanna Gulfweed ketch, Hawaii/Fanning/Samoa/Wallis/Fiji/New Caled/Austr, Leave San Diego 6/16/85 wants 2,3/should 1,2,3,4,5,7,8
 John Hallander, 45, 237-8412 home, 424-5488 work, Lancer 38, Bay/Coast/Delta, Anytime wants 2/should 7
 J. Ramos, 55, Bay, Chihuahua, c/o Capitania de Puerto, La Paz, BCS Mexico, Falmouth Cutter, November wants 2/should 1,3,7,8
 Dave Izant, 42, (415) 948-3545, Ericson 27, Bay/Coastal, year round wants 2/should 3
 Jim, 2185 Greenways Dr, Woodside 94061, Searunner 37 Trimaran, Hawaii/So Pac/New Zealand, Summer '85 wants 2/should 3,7,8

MEN WITH BOATS LOOKING FOR CRUISING CREW

Bob Bell, 33, 701 JoAnne Ln, Roseville, CA 95678, still looking, Mexico, 11/85 wants 2/should 2,3,7
 Bob Austin, 33, (415) 769-8542, 31' Mariner ketch, coastal, 4 & 10/85 wants 2/should 1,2,3,7
 Howard Fields, 37, (415) 331-5233, Morgan Ol 51, Mex & SW, Fall '85 wants 3/should 1,2,8
 Larry Eystad, 43, Box 1051, Mill Valley, CA 94942, 42' ketch, Delta, Fall '85 wants 2/should 1,2,3,7
 Jim Meeker, 38, (408) 226-6060 work, 650 Bal Island Rd, No. 46, Redwood City, Cal 34, Channel Isls, 5/85 wants 2/should 1,7,8
 George Belyea, 54, (209) 486-1040, Newport 28-II, Bay, Delta, Coastal, 1985 wants 3/should 1,3
 Cari Frost, 42, (415) 645-1515 days M-F, Rawson 30' sloop, SF to Baja/return, 11/85 to 4/86 wants 2/should 2,3,7
 Wendell Williams, 46, Islander 32, Bay/Coast, wknds, (no address or phone listed) wants 3/should 2,4
 Charlie Orgish, 34, (415) 494-4572 days, Cara Velle, Bay/Coast, all year wants 2/should 1,2,6,7,8
 Rick Cattell, 32, (408) 735-7225 eves, Mariner 32, Bay/Coast, all year wants 2/should 3,7,8
 Kerry D. Brown, 32, (415) 494-4571 days, Garden 51, Bay/Coast, all year wants 2/should 3,7,8
 Jim Plowman, 39, P.O. Box 1360 Pago, Pago American Samoa 96799, 30' ketch, Tonga/Wallis/Fiji/Aust, 5/85 wants 2/should 1,3,7
 Joseph Eystad, 38, (916) 644-6259, 36' Magellan Berth Martinez, Bay/Delta/Mex, Mex 12/85 wants 2/should 1,2,3,7,8
 Mel Schwartz, 47, P.O. Box 430, Orangevale, CA 95862, 40' Searunner Trimaran, Hawaii/Mexico/Milk Run, Before 9/85 wants 3/should 1,3
 Patrick, 40, (415) 865-1813, Hunter 34, Polynesia, 7/1 wants 2/should 1,3,7,8
 Mike Malone, 45, 321-7719 home, 852-7348 work, Niagara 31, Bay/Delta/Coast, year round wants 2/should 1,2
 Douglas F. Copp, 33, (415) 864-1742, sloop, So. Pacific, 8/85 wants 3/should 1,2
 Paul Alfrey, 54, (714) 673-3282, (714) 673-3282, 60' ketchMex/So. Pacific, 3 years wants 2, should 7
 Jim Marco, 40, (415) 233-1315, Crealock 37, Mexico, 10,11/85 wants 2/should 1,3,7
 Ray Young, 57, (415) 897-3229, Cal 2-24 sloop, Bay/Delta, year round wants 3/should 1,2,3
 Ken Willrich, 50, P.O. Box 8716 Incline Village, Nevada 89450, Islander Freeport 36, Coastal U.S., ASAP-Continuous wants 2/should 2,3,7
 Tom Tennyson & Charlotte, 49, Box 1062, Cupertino 95015, Gemini Cruising Catamaran, 31', Coast/Mexico, Summer-Fall/85 wants 3/should 1,2,3,4,6,7,8
 Kerry Brown, 32, (415) 494-4571 work, Garden 51 ketch, Bay/Hawaii, 7/85 wants 3/should 1,7
 Bob Ritchie, 45, 929-9220, Columbia 26, Bay, year round wants 2/should 3,7,8
 Dave, 85, (415) 441-4492, 32' sloop, Bay/Delta wants 3/should 1,2
 Caleb Wright, 39, Box 5371, Redwood City 94063, 37' Searunner Tri/Mexico, Fall '85 wants 2/should 1,3,7
 Russ Jones, 38, (408) 296-1545 days, Westsall 32', Mexico, 11/85 wants 2/should 1,3
 Ray Hutcherson, 44, 275 N. Mathilda Ave, Sunnyvale, CA 94086, Vegas 27, Mex/So. Pacific, 6/86 wants 2/should 2,3,7,8
 Capt. Paul Alfrey, 54, P.O. Box 1118, Newport Beach 92663, 60' Motorsaller, Mexico & South, 3/15 wants 2/should 2,3,4,7
 Captain, 44, P.O. Box 409, Corte Madera, CA 94925, 40' cutter, Channel Isls., Summer '85 wants 2/should 1,4,7,8
 Jerry Weakley, 49, 10132 Countryside Way, Sacramento 95826, 36' Oblender (Power), Coast/Baja, 6/1/85 wants 2/should 2,3,7
 Gale Stone, 54, (408) 943-9655, Cascade 38, West Indies/Europe/So. Pacific, Summer '86 on wants 2/should 2,3,7,8
 Bradley Blehl, P.O. Box 2557, Berkeley 94702, 35' Ericson, Channel Islands, S.B., 6/6/85 (no preference given)
 Lou Ickler, 45, 421-8934 eves, 433-3034 wknds, Morgan 38, Calif. Coast wants 2,3/should 2,3,7,8
 Steve Fisher, 25, P.O. Box 75285, Honolulu, HI 96836, Hunter 37, Hawaiian Islands, Presently wants 2/should 1,3,7
 Bob Grinstead, 61, (415) 934-7424 home, (415) 944-2077 office, charter club, Bay, Year round wants 3/should 1,3

1985 CREW LIST:

MEN WITH BOATS LOOKING FOR CRUISING CREW

Dave Lenschmidt, 41, Buchan 40, So. Cal. Channel Isis/Summer, Hawaii/Fall, Winter, Spring, (415) 521-1667.....wants 2/should 1,2,3,7
Bill, 57, (415) 388-5211, 34' sloop, Bay/Delta/Mexico/Open, May '85.....wants 2/should 2,7
Ralph Nalnes, 38, 2430 San Bruno Ave, San Francisco 94134, Irwin 37 ketch, Boat in Mexico now.....wants 2/should 3,7
Lawrence Fields, 51, (415) 644-1567, 47' CT ketch, Mexico/Far East, Oct./Nov.....wants 2/should 3,7
Les Lenz, 44, (707) 762-4688, 41' ketch, Bay/Delta, Spring/Summer/Fall.....wants 3/should 1,2,3
Gilligan, 42, P.O. Box 2084, Santa Cruz, CA 95063, 30' Catalina, Delta/Channel Isis, Summer/85.....wants 2/should 1,3,7
George Smith, 40, 485-6528, 50' schooner, circumnavigate, '87.....wants 2/should 1,2,3,7
Howard Gomes, 39, (408) 867-5296, Saratoga, Catalina, Bay/year round, Carib/Aug.....wants 2/should 1,3,7,8
Jim Hansen, 35, P.O. Box 4837, San Diego, CA 92073, Westfall 32, Baja to Sea of Cortez from San Diego, Now 'till Nov.....wants 2/should 3,4,7,8
Jerry Czember, 42, (415) 474-1782, 332-2366, Rhodes sloop 44', Hawaii/So. Pac., Summer.....wants 2/should 2,3,8
Tom Appleton, 50, P.O.B. 991, West Sacramento 95691, 34 Cutter, Delta, Bay, offshore.....wants 2/should 1,2,7,8
Mike Garrow, 40, P.O.B. 1524, Sausalito 94966, 32' sloop, So.Cal/85, Mexico/86.....wants 2/should 1,3,7,8
Dave Darling, 46, (415) 841-1258, Berkeley, Rawson 30, Bay/Delta, anytime.....wants 2/should 2,3
Don Dackins, 50's, (415) 921-8102, 41' ketch CT41, Bay/Delta/OS/Mex/Hawaii, crew training/85, Seattle, etc/86-87.....wants 2/should 1,2,3,7,8
Bob Tews, 35, P.O. Box 4526, Vallejo, CA 94590, Westfall 32, Channel Isis/15 June.....wants 2/should 1,3
Grant Todd, 33, 459-1349/msg or p.m., 34' wooden yawl, Bay/Delta, 1985.....wants 3/should 1,2,3
Lan Krug, 44, (415) 768-7430, P.O.B. 3965, San Francisco 94119, Explorer 45 ketch, Bay/Seattle/Hawaii, Summer.....wants 3/should 1,2,3
Wayne Pesult, 40, (408) 982-1587/w, (415) 651-7800/h, Cape Dory 27, Bay/Delta, wknds, hldys.....wants 2/should 1,2,3,7,8
Clive King, 41, 332-8110/w, 332-8544/h, 54' ketch, Bay/local.....wants 3/should 1,2,7,8
Kevin Yenoham, 51, Brgy, Namoeon, Tigbauon, Illoilo, P.I. 5928, 43' F/G cutter, around the world, late '85.....wants 3/should 1,2,3,4,5,6

SOCIAL DAYSAILING CREW LIST

We've come to the final category of the 1985 Crew List, that of folks who wish to go on social daysails and the list of boatowners willing to take small groups of people out on such daysails.

The intent behind this category is to offer a less intense entry into the sailing world than might be afforded by the Racing or Cruising Crew Lists. We think it's ideal for people who'd like to get a little taste of sailing to see if they like it, or for people who only wish to sail at a relaxed pace, and for people who'd like to use sailing as a means of meeting a new group of friends.

Although we don't make up any rules on how to use the social daysailing list, we think it would work best if a couple of people on the looking-to-social-sail list call up three others on the list and put together a little group. Once the group has been formed, you can call boatowners on the list and suggest that in return for his/her providing the boat, your group would be more than happy to provide the food and beverages. And then just let things flow from there.

As befits the chemistry of the outings and the passing of time, new groups can form, split off, add new members — do whatever the heck you'd like. Work at this a little bit, keep adding some new faces, and we're pretty certain you'll not only have a great time on the Bay, but meet some pretty neat people, too. Remember to dress warm!

MEN LOOKING TO DAYSAIL

Ken Karda, 39, 530-8389/h, 768-0335/days; Jerry Furst, 38, (415) 228-3888; William Paul Spickofsky, 39, Genl. Delivery, Sausalito, CA 94965; Al MacDiarmid, 52, (408) 256-8588 (w); John E. Miller, 34, 522-3350, Alameda; Mark Bayless, 29, (408) 649-5684, Monterey; Alan Tam, 41, (415) 647-7087; Joseph Colton, 38, 751-4192; Chris Clader, 31, 369-5472, Redwood City; Jim Sayers, 40, 220 Redwood Hwy, Box 123, Mill Valley, CA 94941; Charles Brabant, 44, (415) 968-5407; Rick Stober, 33, (415) 522-4991; Paul R. Alfrey, 54, (714) 673-3282; Howard J. Mlakar, 37, (415) 826-9454; Michael Joyce, 40, (415) 673-2670; Mike Heiner, (415) 868-1720; Paul Fontes, 45, (415) 237-0126; Mitch Merrill, 29, 647-3497; Walt Tracinski, 36, (415) 852-5134/w, (408) 725-8236/h; Al Brown, 29, (408) 629-3354, San Jose; Ray Young, 57, (415) 897-3229; Bob Ritchie, 45, 929-9220; David Droll, 35, (415) 595-0198; Frank Magnotta, 38, 947-1463 Lafayette; Mark Rosenau, 23, (408) 262-5041, x 5216, San Jose; Russell Breed, 30, (415) 574-2251, Foster City; Andrew Fleisher, 31, (408) 257-7715, Cupertino; Roger M. Miller, (916) 427-1579, Sacramento;

John Stein, 35, (415) 924-7041; Gary Owens, 44, (415) 229-3120; Martin Beck, 26, (415) 564-4561; Ron Winkler, 31, (415) 589-7347; Steven Pringle, 30, (408) 462-0358/h, 378-7000, x 2768/w; Chet Ferguson, 55, P.O. Box 33, Clayton, CA 94517; Jon Marting, 32, 220 Redwood Hwy 181, Mill Valley, CA 94941; Peter Andree, 31, (415) 367-1534/w, (415) 364-8028/h, Redwood City; Mark D. Creedon, 28, (415) 775-5372; Mike Beutel, 33, (415) 835-4348, Lafayette; Dan Rausch, OCSC, 36, (415) 327-2014/h, (415) 857-6689/w; Met Gur, 33, (408) 738-8412; Bruce Berkowitz, 30, (707) 664-2432, Cotati; Doug Sheeks, 37, 979-8587/w, 391-2097/h; Bill Muir, 29, (415) 567-9219; Dr. Richard E. Silva, 32, (408) 251-8610, San Jose; Tom Maris, 32, (415) 659-0489; Walter Coole, 26, (707) 546-6503; Joe Smith, 52, (415) 522-0599, Ballena Bay Marina; Dean Ritchie, 48, (707) 257-2356, Napa; Gary L. Gray, 40, 893-4360; J. Brown, 41, (415) 869-3222/days; Jim Byrne, 43, 869-3222; James Gray, 48, P.O. Box 60603, Sunnyvale, 94088; John Bundschun, 27, 331-1023, Sausalito; Larry Peterson, 33, (415) 861-1956 or (415) 589-7553; Karl Pederson, 23, (415) 969-7396, Mt. View;

Tom Chesus, 33, (415) 927-0880; Bob Watson, 22, (415) 349-1682; Bert Canada, 55, (408) 266-2198, San Jose; A. E. Sims, 67, (415) 521-0833; Ken Willrich, 50, (702) 832-0234; Luke Conley, 44, (415) 545-9215/w, (415) 495-8796; Alvin Lee, 33, 752-1540/h, 543-8333/x 40/w; James D. Smith, 25, (415) 443-0126, Livermore; Blaine Nickens, 25, (916) 988-8386, Orangevale; Steve Lane, 30, (408) 735-7026/h, (408) 749-4695/w; D. A. Blood, 40, 341 Solana Hills Dr., No. 19, Solana Beach, CA 92075; David West, 28, (408) 253-3610, Cupertino; Doug Rechsteiner, (408) 247-5208/h, (408) 743-1638/w, Santa Clara; Eric Steinberg, 22, 18 Crawford Ct, Santa Rosa 95401; Rand R. Plixa, 35, 556-3142; Jim Casilani, 28, (415) 857-6428/w, (415) 856-8591; Alien Garfinkle, 30, 655-7646, Emeryville; Mark Barber, 33, 982-0303, Kentfield; Ted Abbott, 34, (415) 434-0770/w, (415) 221-1520/h; Bob A. Dries, 40, (415) 864-8522; Steve Davis, 26, 731-9098; Steve Fisher, 30, (415) 459-6200; Bryan J. Anderson, 50, (415) 457-1794; Rodger Terry, (415) 684-2138; Joel Waldman, (415) 326-0560, Palo Alto;

Larry Goodman, 40, (415) 572-1331; Mike Malone, 45, 321-7719/h, 852-7348/w; Andrew Blake, 34, (415) 868-2800; Keith Wilson, (415) 891-9172; Douglas F. Copp, 33, 864-1742; Todd M. Porteous, 23, 125 Surf Way, No. 336, Monterey, CA 93940, (408) 372-2826; James Wade McDonald, 22, (408) 249-3790; Rick Seapeale, 38, (415) 459-2913; Daniel Prentice, 31, 621-4260, 282-7714; Christian, 37, 388-7395.

WOMEN LOOKING TO DAYSAIL

Jennifer, 28, (415) 657-9412/w; Peggy Peterson, 36, (415) 653-8992; Mary, 36, (415) 776-3433/eves; Janie, 47, Box 596, Belvedere, CA 94920; Helene, 234-F Main St, P.O. No. 110, Pleasanton, CA 94566; Caro Macpherson, 40, 525-1143; Karen, 37, (415) 885-6207; Nancy Vernon-Burke, 36, 769-2144; Lynne Duditch, 34, (415) 457-3176; Pat Gibson, 41, 372-7258, 268-9404/w; Freda, 27, (415) 948-1460/w; Roxanne, 32, (415) 933-9760, Walnut Creek; Darth Dunbar, 29, (415) 885-6558/h; Alexandra Dixon, 29, (415) 398-2151/w, (415) 563-3036/h; Andrea Sharp, 27, 841-1307; Heidi Schmidt, 30, (415) 761-2300/w, (415) 549-1372/h; Michelle Price, 32, (415) 339-2347/h, (415) 676-9768; Josephine Brazeau, 38, 513 N. Falroaks Ave., Sunnyvale, CA 94086-3722; Deanna Bradbury, 23, (415) 454-2445; Nancy Tanner, 37, (415) 454-4149; Carol,

CRUISING AND DAYSAILING

WOMEN LOOKING TO DAYSAIL — CONT'D

46, (415) 322-7683; Grace DeGeorgis, 38, (415) 938-5665/w, Pleasant Hill; Trina, 36, 12 Delmar St., San Francisco 94117; Marl, 31, 381-1651. Mary, 36, 376-2663; Hilarie Ellington, 37, P.O. Box 3611, Redwood City, CA 94063; Loraine Anderson, 34, (415) 821-1290; Peggy Rosenow, 27, 753-0673;

Margo, 30, 375 W. Napa, No.5, Sonoma, CA 95476; Toni Berkeley, 40, 848-8287; Ellen, 27, (415) 325-6493, Palo Alto; Janet & Karen, 34 & 28, (415) 435-3654; Ann, 26, 832-8670; Terry, P.O. Box 2036, San Francisco, CA 94126-2036; Sonya, 37, 282-8261; Dana, 39, (415) 945-1053, Walnut Creek; Alexandra Plank, 31, (415) 826-2519; Patti O'Neal, 30, (415) 386-4274; Nancy Kreinberg, 38, 759-8084; Ronnie, 50, 323 E. Lewelling Blvd, Ste. 61, San Lorenzo, CA 94545, 341-4202/eves; Freda, 27, (415) 591-1021; Patricia, 30, 322-1215, Menlo Park; Diana Woodward, 36, 232-4247, Pt. Richmond; Randi Neiner, 38, 769-2144; Barbara Abshier, 45, (408) 353-1877; Nancy J. Balles, 36, 591-5717; Debra, 33, P.O. Box 26714, San Francisco, CA 94126; Elaine, 40, (415) 332-2781; Genie Karnowski, 30, (415) 924-1718; Tracy Bell, 30, 388-5204; Linda Thompson, (415) 961-5967; Connie Grizzell, 28, 398-3366/w; Ellen, 25, (415) 548-3796; Rhoda, 32, 794-3713/days; Bonnie MacKenzie, 42, (916) 758-0372; Melody Marks, 35, (415) 668-7520; Holly Wilson, 21, (415) 966-7322/days, Stanford; Jan Watson, 45, (415) 724-8034, Pinole; Nancy Nay, 47, (415) 479-6729, (415) 479-6212/work; Michelle, 24, 391-1900 (10-6), 665-9169 (aft 7); Helen L. Thomas, 55, (415) 967-7527; Valerie Hetherington, 45, (415) 461-1978; Deldre, 38, 331-2406; R. Baker, 39, 937-2458; Mary Lou Dean, 37, 453-8648; Patti Brady, 34, 863-1258; Lisa G., 24, P.O. Box 12364, Oakland, CA 94604; Rose Darling, 24, c/o L. Gonzales, P.O. Box 12364, Oakland, CA 94604; Amy, 22, 548-7451; Sandy Troy, 34, (415) 372-0144/h, Concord; Pam, 39, 459-3855; Bev, (408) 280-5067; Gloria Lilly, 37, (415) 355-4423, Pacifica, CA; Diane Eberle, 40, (408) 354-2380, Los Gatos; Susan Hall, 40, 524-7939; Terese, 37, (415) 331-2406; Barbara J. Hall, 47, 846-0889; Pat Farny, 33, (415) 825-2291; Carol, 44, (415) 323-4409; Sherrie Blue-eyes, 28, 1827 Haight St., No.213, San Francisco 94117; Sheri Burks, 30, (415) 527-1532; Fran Clader, 24, (415) 459-3792; Kate Miles, 39, c/o 500 Sansome, Ste. 700, San Francisco 94111; Justine, 34, (408) 288-8595, San Jose; Lynn Myers, 34, 928-7104; Kata, 30, (415) 349-9869; Alexa Knight, (415) 522-7422; Avis Olson, 38, (209) 575-0411;

J. Hargrove, 54, (408) 463-2708; Marianne, 29, (415) 826-1007; Katrine, 35, (415) 826-1007; Mary Beth, 22, (415) 479-0629; Katherine Woodford, 50, (415) 459-1940; Virginia Stockinger, 27, (415) 897-3212 or (415) 461-9595; Adrienne Krause, 33, 232-7183, Richmond; Verenna, 30's, (415) 388-6806; Margaret A. Webster, 57, (916) 921-9422, Sacramento; Jackie Biggs, 31, (415) 861-7937; Sylvia Anne, 27, (415) 826-2504; Hazel, 40, 388-7395; Kathy Peck, 28, 620-6271/w, 893-3273/h; Barbara, 32, 567-6588; Anna, 54, (415) 465-7249; Beverly Barth, 396-7921/w, 938-4358/h; Laura Card, 55, (408) 299-3813; Anne Shannon Morgan, M.D., 50, 868-0113, Box 283, Stinson Beach 94970; C.J., 40, 820-2369; Carol Fitzsimmons, 43, (415) 883-1663/h, 472-2343/w; Tamina Schwartz, 33, (415) 967-6248/h, (408) 720-3915/w; Janis Orner, (415) 341-5770/h, (415) 972-6941/w.

MEN WITH BOATS WILLING TO TAKE DAYSAILORS

Larry Rau, 38, Box 197, Point Arena, CA 95468; Rodger Terry, 44, P.O. Box 233, Bethel Island, CA 94511; Robert H. Globus, 58, (916) 967-3616; Steve Shank, 38, (415) 383-8872; Jerry Olson, 44, 952-8588/w; Darryl Coe, 41, 595-2765 or 931-BOAT; Eddie Alexander, 43, (408) 249-4916, Santa Clara; Met Gur, 33, (408) 738-8412, Sunnyvale; Jim Hummel, 27, (415) 232-0882/eves, (415) 432-5121/days; Al MacDiarmid, 52, (408) 256-8588/w; Ray Roun, 57, (415) 897-3229; Rick Van Osten, 43, (916) 965-1073; Joe Paul, 37, 984-6784/h, 286-6222/w; Tom McCarthy, 40, 1803 Mission St., No.564, Santa Cruz 95060; Dave Izant, 42, (415) 948-3545; Avedis Apostolo, 34, Oakland Yacht Club, Pacific Marina, Alameda 94501; Dick Show, 57, (415) 793-4162, Alameda; Andrew Fleisher, 31, P.O. Box 468, Cupertino 95015; Russell Breed, 31, (415) 574-2251, Foster City; Don McNabb, 46, (415) 872-2325, Brisbane; Paul Fontes, Paul Fontes, 45, (415) 237-0121 Berkeley; J. Brown, 41, (415) 869-3222/days; Gary M. Gebhard, 45, 845-1863/h, 769-6400/w; Gilligan, 42, P.O. Box 2084, Santa Cruz, CA 95063;

Bob Bell, 33, 701 Jo Anne Lane, Roseville, CA 95678; Dave Mather, 39, (415) 967-1844; Rick Berby, 51, (415) 332-2472, Sausalito; Jim Ford, 34, Box 272, Mill Valley, 383-5420/msg; John Hallander, 45, 237-8412/h, 424-5488/w; Rick Garner, 31, (415) 366-2453, Redwood City; David Custodio, 32, (415) 458-3464; Rick Seapeace, 38, (415) 459-2913, Mill Valley; Bill Reany, 34, (916) 452-7252, 566 40th St., Sacramento 95819; George Smith, 40, 485-6528; S. Parmelee, 39, 1150 Ballena, Alameda, CA 94501; Steve Halgren, 41, (707) 552-5896; Clive King, 41, 332-8110/w, 332-8544/h; J. Walker, 29, P.O. Box 7456, Ventura, CA 93006; Joe Schmid, 40, (415) 592-9783, Redwood Shores; Ron, 44, 364-2602; Kurt, 45, (415) 588-3039; Jon Marting, 32, 220 Redwood Hwy, 181, Mill Valley, CA 94941; Max DeYoung, 38, 932-3364, Walnut Creek; Steven Ray, 26, 592-7550/w, 366-9343/h; Dick Henry, 39, (415) 459-5819; Michael T. Smith, 39, (213) 491-0811, 21738 S. Avalon, No.77, Carson, CA 90745; Douglas F. Copp, 33, (415) 864-1742; Rick Drain, 27, (415) 583-9594;

Mark Lester, 44, 461-3437 or 928-8200; Gene Budlinger, 45, (408) 354-7700, Box 38003, Ste 143, Los Gatos, CA 95031; Mike Borgerding, 37, 655-7115/eves; Tim Stapleton, 26, (415) 331-6234; Jim Meeker, 38, (408) 226-6060/w, Redwood City; R. Langdon, 47, Box 66216, Seattle, WA 98166; David Cummins, 46, 486-1781, Berkeley; Bob Ritchie, 45, 929-9220; Jerry Furst, 38, (415) 228-3888, Martinez; Robley Spaulding, 43, 331-8187, Sausalito; T. H. Harris, 35, (408) 279-7426; Dick Linehan, 45, (415) 369-8055; Lan Krug, 44, (415) 768-7430, San Francisco; Alan M. Tam, 41, (415) 647-7087; Paul R. Alfrey, 54, (714) 673-3282; Bob A. Dries, 40, (415) 864-8522; Charles Brabant, 44, (415) 968-5407/w, (415) 941-6937/h.

WOMEN WITH BOATS WILLING TO TAKE DAYSAILORS

Margaret, (408) 476-1753; Bonnie MacKenzie, 42, (916) 758-0372; Sheri Burks, 30, (415) 527-1532; Diane Eberle, 40, (408) 354-2380, Los Gatos; Anna/P.W.E., 32, P.O. Box 590802, San Francisco, CA 94159.

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CHOOSING A

Enclosed is my application for the 1985 Crew List. I also want to thank you, because I've just returned from Cabo San Lucas, where I sailed in December with a person whom I met through your magazine's Crew List last year.

It was my first experience offshore cruising and I loved it! I saw gray whales breaching, porpoises jumping and the full moon setting. I met interesting cruisers from all over the

Ask him if he drinks, smokes or snores if you think it will bother you.

world, from Tokyo to the Yukon Territory. I learned about navigation, the weather and cooking on a swinging stove. I got cold and wet, cranky and scared. But it was a fantastic adventure, a super vacation and I can't wait to do it again!

Your magazine deserves all the credit for introducing us. But I want to comment on the warning you gave to your female crew applicants in the January issue regarding "amorous men". I'm not sure how this rumor got started but the men are, first of all, not as dangerous as you make them out to be. Secondly, while under way, most skippers are more concerned about their boat and getting a proper DR, than attacking a lady crew member. I've sailed with quite a few skippers from your Crew List and they were all gentlemen, even the amorous one.

Plus, most ladies by this age, have had enough experience dealing with various amorous men that handling a salty sailor should be no problem at all. (Of course, if he does get out of control, just start throwing winch handles overboard and he'll quickly forget about seduction.)

As a crew person of either sex; though, I believe you should choose your cruising skipper/captain very carefully for several reasons. This person will be responsible not only for your comfort for several days or weeks, but also for your safety while at sea. On my recent passage to Cabo, in the middle of a heavy gale with 12-foot seas and 40+ knot winds, I was certainly glad that my skipper was an experienced and capable heavy weather sailor.

I've put together the following pointers to keep in mind when choosing a captain for offshore cruising. I've addressed these pointers to ladies looking for male captains, but most of these rules can apply to both sexes.

1. Check out the captain's sailing skills. Ask him about his sailing experience. If this is going to be his first offshore cruise, consider choosing another boat unless your own experience is substantial. Day sailing around the Bay is completely different from offshore cruising.

2. Go out with him on a day sail or short offshore cruise to see how you work together underway, because a man who is a sweetheart on shore can sometimes be a tyrant at sea.

3. Remember that at sea, "The captain's word is law," as it should be. Only one person can be in charge, but make sure that you are ready to accept his particular captain's word as law. Does he display good judgement or does his ego affect his decision-making abilities?

4. Ask him if he drinks, smokes or snores, if you think it's going to bother you.

5. Ask him to outline specifically what he expects of you as crew, including what kind of watch schedule he plans to implement. Be prepared to cook and clean-up and take your share of watches — which are usually three hours at a time and often at night, sometimes cold and usually alone.

6. And ladies, if you're concerned, ask him point blank if he expects to "be amorous" with his crew. (He'll probably lie, but it's worth a try.)

7. Check out the boat and its navigation equipment. Radar is not essential but a depth finder, VHF radio and more than one compass, are.

8. Check the boat's accommodations. Who sleeps where and how much privacy



heated by the sun (on a sunny day).

9. Ask about the boat's sturdiness. Is it capable of handling pounding swells and high winds, or was it built mainly for day sailing.

10. An automatic pilot (usually not very amorous) or wind vane is not necessary, but

can you expect? Also, if you're the type of person who can't survive without a daily hot shower, don't bother reading any further or else take a Love Boat cruise, because most sailing vessels are not equipped with showers. You can expect a fairly warm sprinkle-shower on deck from a plastic bag which is

certainly makes offshore cruising a great deal more comfortable.

11. Ask the captain what his ideas are on shared expenses. Usually crew shares at least all food and fuel and mooring fees, if any. Ask if you will be expected to share the cost of boat repairs because this could be a

CRUISING CAPTAIN



COURTESY THERESE SCHWARTZ

There's nothing like cruising in the sunny tropics.

major expense.

12. What are the captain's ideas on dealing with breakage or loss? If you, accidentally, of course, lose a winch overboard, will you be asked to replace it?

13. One last thing to keep in mind is that while you are anchored or moored in various exotic ports around the world, your only access to and from shore will be via dinghy. And since there is usually only one dinghy per boat, your mobility and independence may be limited — another good reason to get along with your captain and crew. A flexible attitude helps.

You may have noticed that I've addressed the captain or skipper in this article as a male. I am aware that there are many female captains and skippers, and many of these

pointers will apply to both sexes. Unfortunately, at present more men than women by far own boats. When that changes, things could get very interesting. A woman skipper interviewing for future crew would probably be very intriguing.

Finally, when you've chosen your boat and captain and feel fairly certain you will be able to handle him and his boat, here is an additional check list to go through prior to untying the dock lines. Some of these items may seem obvious but please check them anyway, since contrary to popular opinion, captains have been known to make mistakes and could possibly overlook any one of these items on which your comfort and safety could depend.

Ask the captain if he has sufficient amounts of:

1. Fuel for both the auxiliary engine and outboard for the dinghy. 2. Potable water for the entire passage plus three days. Ask him how conservative you need to be. 3. Propane for the cooking stove. This can be difficult to purchase in Mexico, from my recent experience. 4. Kerosene for the lanterns and are they all filled? It's a lot easier to fill them at the dock than while pitching and rolling underway.

Locate and make handy:

1. Flashlights. 2. Knife. 3. First aid kit. 4. Your personal flotation device. 5. Your safety harness. 6. Flares.

Know how to operate, in case of an emergency:

1. Fire extinguishers. 2. VHF radio. Know how to call for help. 3. Man-overboard equipment. Should your skipper fall overboard will you be able to rescue him? Will you know how to maneuver the boat without him? 4. The engine and all the various switches and controls. 5. Sails — be able to take them down to slow down or stop the boat.

Miscellaneous items that make cruising easier:

1. Foul weather gear, including waterproof boots, are essential. Without them you will get cold and wet. 2. A good pair of gloves to protect from the cold and from rope callouses. 3. Stove harness for cooking in rough waters. It straps you in place, freeing your hands. 4. Plenty of paper towels and assorted paper goods. During rough weather, washing dishes is difficult and disposables are easier. 5. Battery operated cassette player with headphones. While underway, someone is always sleeping and with your own headphones you won't disturb anyone and still be able to enjoy some good music. 6. Your personal flashlight. Most exotic ports are very dark at night and a light helps while walking on unfamiliar terrain. 7. A Swiss Army knife. You'll use it a hundred times. 8. A small knapsack for going ashore. You can carry small purchases in the bag, freeing your hands for climbing off and onto the boat. It's also a good idea to take extra dry clothes when going ashore in case your beach landing is a wet one.

Finally, take along a notebook to keep a journal because you will want to record every exciting detail of this adventure. Most people only dream of sailing around the world, so if you have the opportunity, go for it! It's an experience unlike any other!

— THERESE SCHWARTZ

MAX EBB

"What am I doing here?" I thought to myself as I looked into the face of a huge wave.

"Hold on!" shouted the driver, and we rose over the wave, hung in space for a second, and came down with a horrible crash. A large portion of the Pacific Ocean landed on my head, and a substantial amount found its way down the back of my neck.

Lee Helm, my naval architecture student friend, was sitting just aft of me on the windward rail. I looked back to see how she made out.

"That was awesome, Max!" she said with water still dripping from her nose. "I mean, don't you just love these early spring ocean races?"

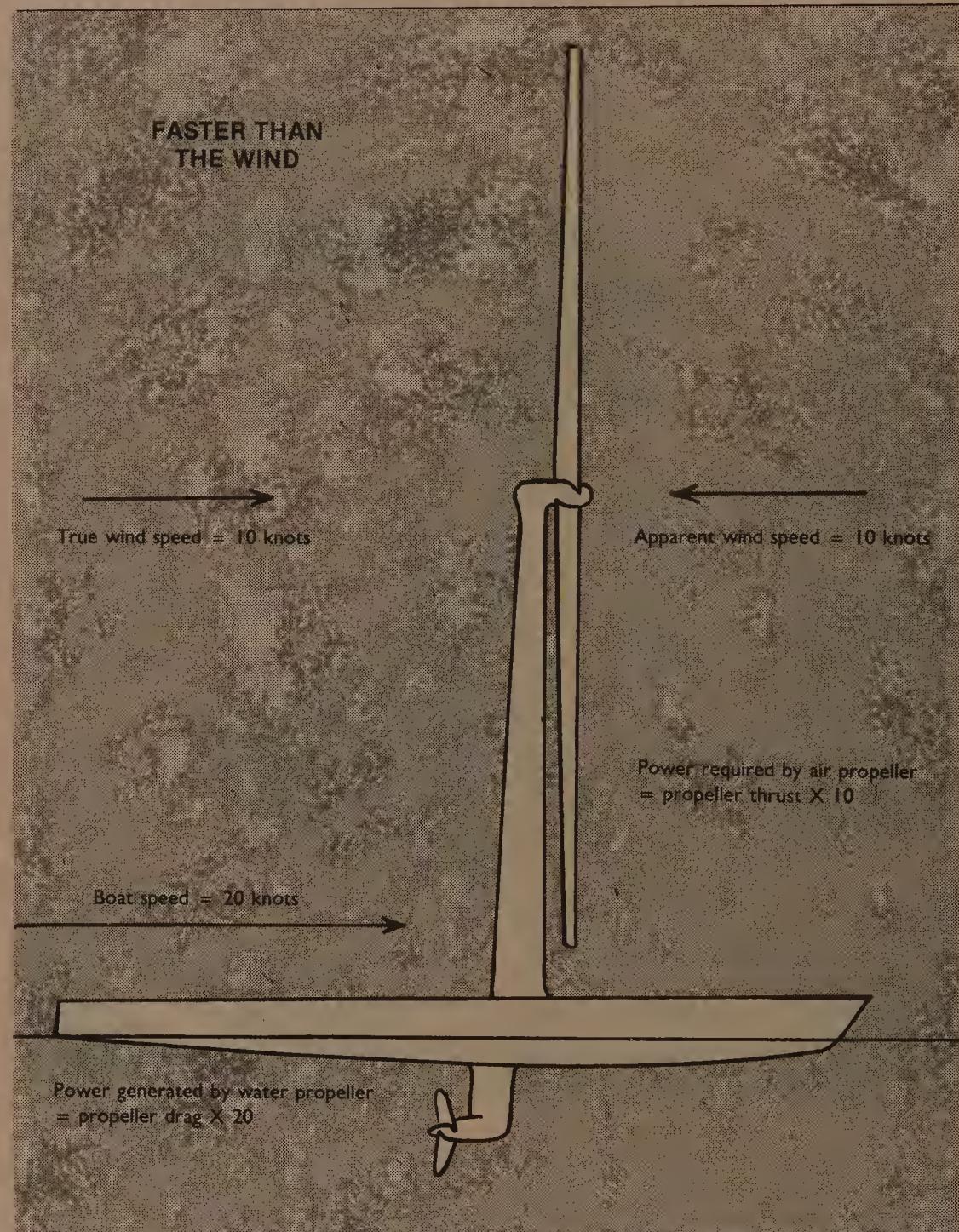
It was not the right question to ask at that particular moment. We had tacked away from Point Bonita about an hour ago, and were beginning to feel the full force of the cold half of the Pacific high. It would be at least another four hours to the Farallones, and I was already cold, wet, and — well — let's say a little bit queasy. Even worse, we were sailing a good 15 degrees below the rhumb-line course to the island. Most of the other boats in our class had taken a tack to the north at Bonita, putting themselves on the inside of the wind shift as it swung to the north, and now they seemed to have a big windward advantage on us. It would be a long, discouraging grind to windward, with very little to do but sit on the rail in rather acute discomfort.

At times like this I can become very philosophical. I didn't respond to Lee's question, but instead pondered the true meaning of what we were doing. Here we are, on a very small boat in a very rough ocean, trying to get around a little island and back. Everything about the boat is a product of the latest technology — yet the whole concept of propelling a boat by sails is hopelessly obsolete. What are we really doing out here?

"Lee," I finally said, "doesn't this all seem to be just a little bit pointless? Here it is the middle of the 1980's, and we're getting ourselves cold, wet, and miserable, not to mention exposing ourselves to considerable danger, just to prove that it's still possible to make a sailboat go upwind. Don't you think that in this technological age, there'd be a better way to accomplish the same thing?"

"Now Max," she scolded, "you should know better than to stop and"

She was interrupted by another impact with a big wave that sent gallons of cold



water flying into our faces.

"... to stop and ask 'Why?' during an ocean race!"

I shook my head cynically.

"But of course you are right," she added. "There could be much better ways of making a boat sail to windward."

"Didn't they invent something called the diesel engine about a hundred years ago?"

"No, that's not what I mean. Even using wind power, there are other ways to do it."

I expected her to extoll the virtues of rotating masts, movable ballast, foil-stabilized multihulls, and all the other high-tech sailing devices that are precluded by a very artificial

set of rules.

"For example," she said, "It can be shown that a propeller-driven, windmill-powered boat is more efficient for going straight upwind than fixed foils."

"Did you say windmill powered?"

"For sure. All you need is a big windmill propeller geared to a normal-looking underwater propeller. You just aim straight upwind, set the gear ratio, and go!"

"Come on, Lee. A contraption like that doesn't sound very practical."

"No really, Max. A few of them have been built and sailed. I've heard rumors about a very successful 26-ft cruising boat in New

TURNING IN THE WIND

Zealand, and then a few years ago at a sailing technology conference in San Francisco, one of the speakers actually demonstrated a 12-ft windmill powered catamaran right in the marina!"

"You mean you actually saw this thing sail?"

propeller-boats would perform off the wind.

"That's a very interesting problem," she answered. "So far, all the windmill-powered boats that I know of are very slow broad reaching or running, at least compared to conventional boats with a spinnaker. But in theory, it's possible for them to go very fast

wrong this time!"

"First of all," she began, "you have to know something about propellers."

"You better start from scratch."

"Sure. There's only one important fact, really: the power created by (or absorbed by) an efficient propeller is proportional to the thrust (or drag) times the speed of the fluid moving past the propeller."

I tried to absorb this new concept.

"Remember the definition of work or energy from high school physics?" she continued. "A force moved through a distance? Well, power is just a measure of how fast work is being done. So the speed at which the force put on a fluid by a propeller moves through the fluid is roughly proportional to the power output."

I must have still looked very confused.

"You see, Max, it's the time rate-of-change of"

"Okay," I interrupted. "I'll just accept it on faith. Power is proportional to, uh,"

"Speed times force," she said.

"Now, let's consider an imaginary windmill-boat going dead downwind at 20 knots, in a true wind speed of only 10 knots."

"The apparent wind is from dead ahead at 10 knots," I said.

"For sure. Now remember, we're using the water propeller to generate the power, and the air propeller to pull the boat forward through the air. That means that"

Our skipper called for outboard barber hauler on the number-three.

"We're still five to ten below rhumb," he called out, "but I'm going to crack off just a touch. I think we're going to be lifted right up

It is theoretically possible for a propeller-boat to sail directly downwind faster than the wind.

"It was totally unreal! The propellers turn and it goes straight upwind, and fast! On one demonstration run we watched it 'cross tacks' with a Knarr that was also working its way to weather up the marina. The Knarr was faster in the lulls, but in the puffs . . . I mean, this thing was going like five or six knots!"

"And it was only 12 feet long?"

"That's right. It was a converted Aqua-Cat. The A-frame mast was perfect for supporting the propeller."

I tried to imagine what it would be like to race in a fleet of propeller-boats. Obviously the right-of-way rules would have to be changed, and most collisions would involve serious damage. On the other hand, right now we could be sitting inside a warm, dry, enclosed cockpit, deftly adjusting the pitch and gear ratio controls for maximum speed, instead of freezing our transoms off on the rail.

Then I noticed that our nearest competitor to windward had gained some more distance on us. A look back at one of our deck compasses confirmed that we had been lifted another five degrees.

"Damn," I thought out loud. "If only we had taken a tack to the north. We're still ten degrees below rhumb, and won't be anywhere near fetching when you count leeway and surface current. Every one of these lifts puts the rest of the fleet further ahead."

A windmill-powered boat race seemed very attractive. A pure test of speed and skill, in comfort and safety, with none of the crapshoot elements like having to decide which tack to be on. But what would happen after the windward mark? I asked Lee how her

on a dead run, even faster than the true wind speed."

"That doesn't sound possible, Lee. Running at a speed equal to the wind speed, the apparent wind would be zero, and there would be nothing to power the windmill. At higher speeds, the apparent wind would come from ahead, and turn the windmill backwards! And even if you could turn the windmill around or reverse the pitch or something, I don't see how it could produce enough power to keep the boat moving that fast."

"Well, there is a trick to it, Max. To go faster than the wind on a dead run, you have to use the water propeller to generate the power — a sort of water turbine or water mill, and the air propeller to pull the boat ahead through the air, just like an airplane

The power comes from the water propeller, the thrust from the air propeller

propeller. Think about it for a minute."

I thought about it for several minutes, and concluded that it would violate all the laws of physics.

"It can't work," I pronounced. "You'd have a perpetual motion machine."

"I can prove that you're wrong," said Lee.

O pen mouth, insert foot, I thought to myself. Of course she has proof! What did I expect?

"Okay, Lee," I said out loud. "This better be convincing, because I think you are

to the island. An outboard lead will let us keep the sail sheeted hard and flat, but also let us bear off a little without getting overpowered."

When the adjustments were completed we were going half a knot faster, and sailing the same course as before due to the continuing lift. We were also in deeper water now, and the seas had rounded out a little. In fact we hadn't slammed badly for quite

MAX EBB

some time. Even my stomach had improved slightly. It improved more when I considered the possibility that all the boats to windward had overstood the island, and that we would be the first around.

"Back to our windmill-boat," said Lee as we took our places again on the windward rail. "Let's assume for a minute that both propellers are 100 percent efficient, and that the hull has no resistance. This means that the drag on the water propeller, which is generating all the power, is equal to the thrust from the air propeller, which is pulling the boat forward. But since the water is moving past the water propeller twice as fast as the air is moving past the air propeller, the water propeller is generating twice as much power as it needs to run the air propeller!"

She paused to get my reaction to this result of her reasoning, but I was still a couple of steps behind.

"You see, Max, even with realistic propeller efficiencies, mechanical losses, and some hull drag, the water propeller generates enough power to drive the air propeller because it's in a fluid that's moving faster."

Maybe we'll
see one
at the
Weymouth Speed
Trials soon.

It still sounds a little strange, Lee. Didn't you say that no boat has ever been able to sail this way?"

"As far as I know, that's true. A land yacht has done it, though, which demonstrates that the theory is sound. Of course it had, like, a drive wheel instead of a water propeller, linked to the big air propeller with bicycle chain."

I asked Lee if she thought we'd be seeing

practical propeller-boats with fast downwind capabilities in the near future.

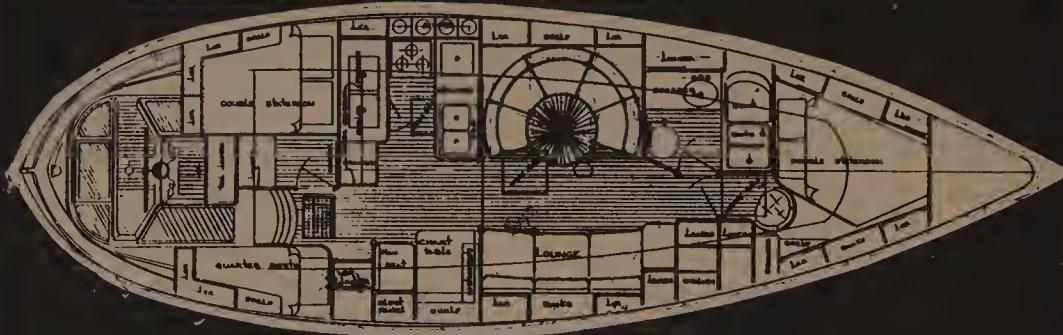
"I doubt it," she answered. There are still some problems to overcome. The air propeller has to be very big to be efficient at low apparent wind speeds, and the hull or hulls have to have very little drag compared to the propeller thrusts."

"Sounds like a good project for the human-powered flight folks," I suggested.

"I'm sure they could handle it," she said. "Or maybe we'll see one at the Weymouth Speed Trials one of these years."

Then one of our crew noticed a tiny blip on the horizon directly ahead. It was our first glimpse of Southeast Farallone, and looked like we had an excellent chance to fetch the island. Some of the boats to windward even looked like they had begun to crack off, trying to turn their windward position back into distance up the course. But they still hadn't been able to match our speed yet. It was a real boat race again, and I wasn't going to worry about what I was doing out there.

- max ebb



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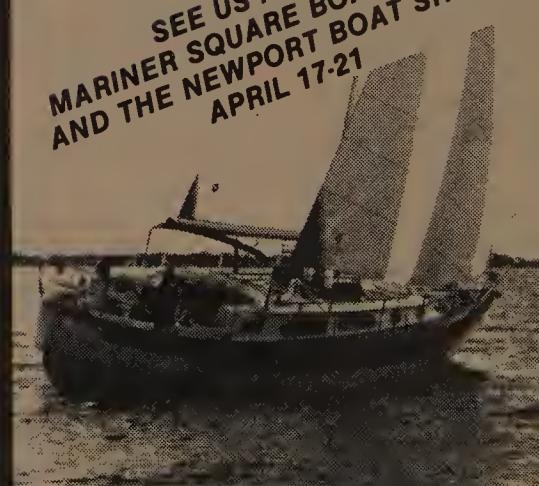
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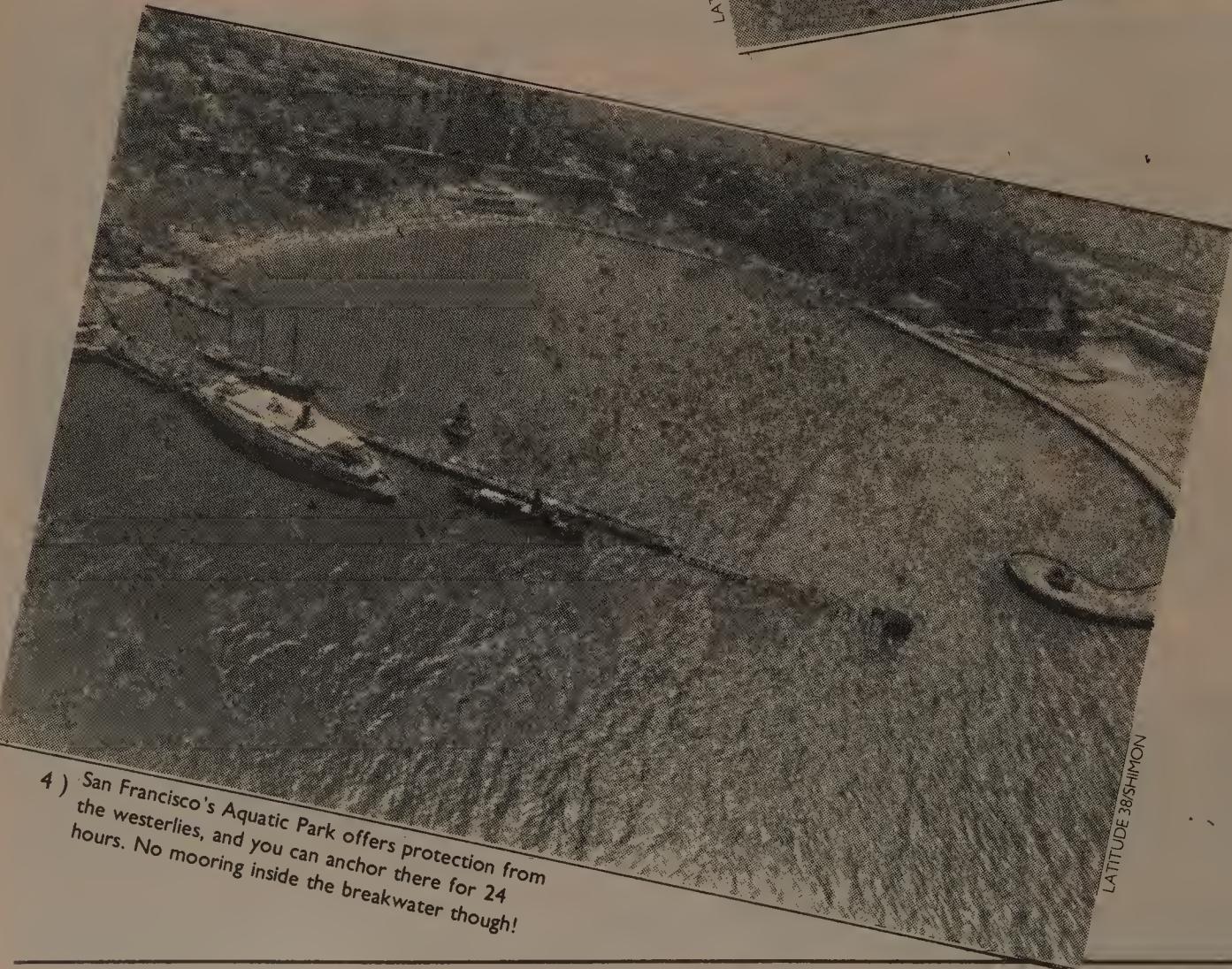
BAY

You say you just got a boat and you don't know where to take it for the weekend? Or that racing around the buoys or the Farallones isn't your idea of a good time? Well, how about venturing out for an afternoon anchorage, or maybe even spending the night on the hook? Sailing rewards don't always have to be measured in trophies, and cruises don't always have to end up in Bora Bora in order to be worthwhile.

The Bay has several areas that can provide a snug refuge for a weekend or just a few hours. Almost all of them are on the east side of a land mass, since they are more protected from the prevailing summer westerlies. Next to wind, your main concern will be water depth, so you need to check these places out on a chart to make sure you won't get stuck high and dry at low tide.



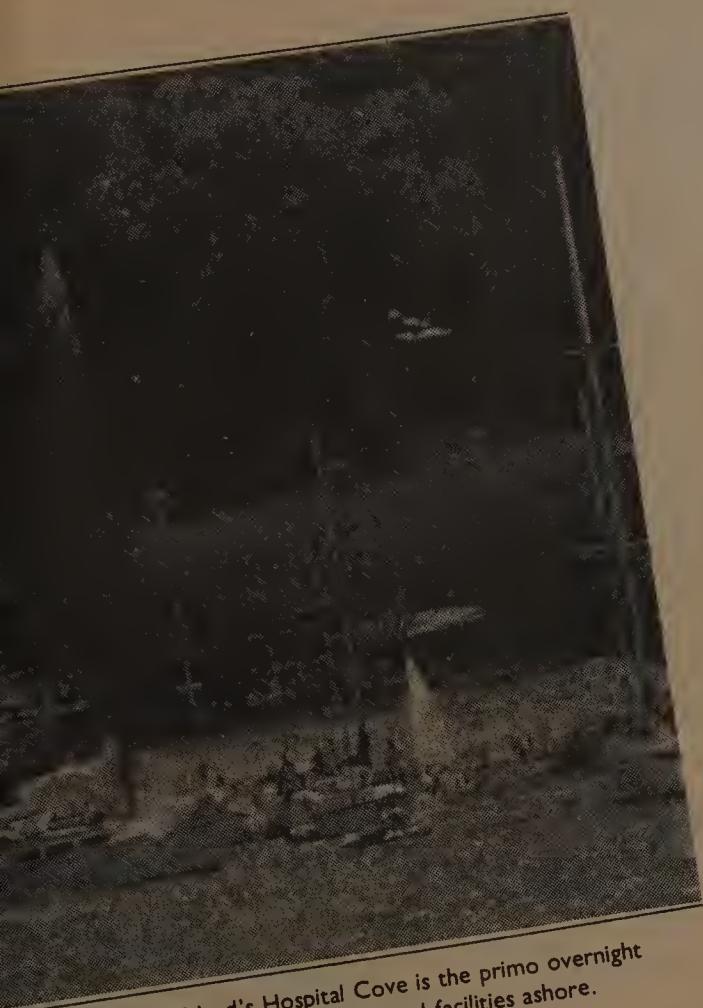
LATITUDE 38/RICHARD



LATITUDE 38/SHIMON

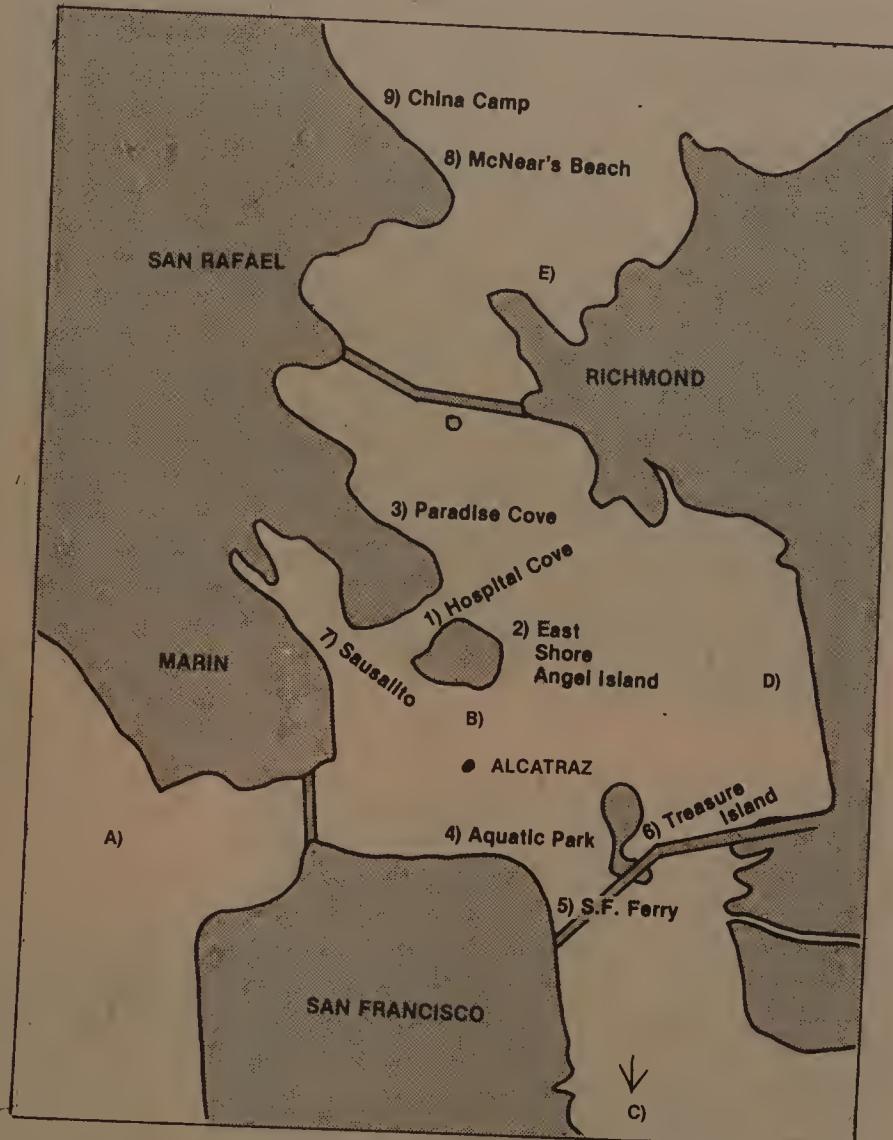
- 4) San Francisco's Aquatic Park offers protection from the westerlies, and you can anchor there for 24 hours. No mooring inside the breakwater though!

POSSIBILITIES



1) Angel Island's Hospital Cove is the primo overnight spot, with mooring buoys and facilities ashore. Get there early if you want a space!

3) The eastern shore of the Tiburon Peninsula north of Point Chauncey to Paradise Cay is usually warm and sunny while the fog rolls in the Golden Gate. Great spot for an afternoon picnic and snooze.

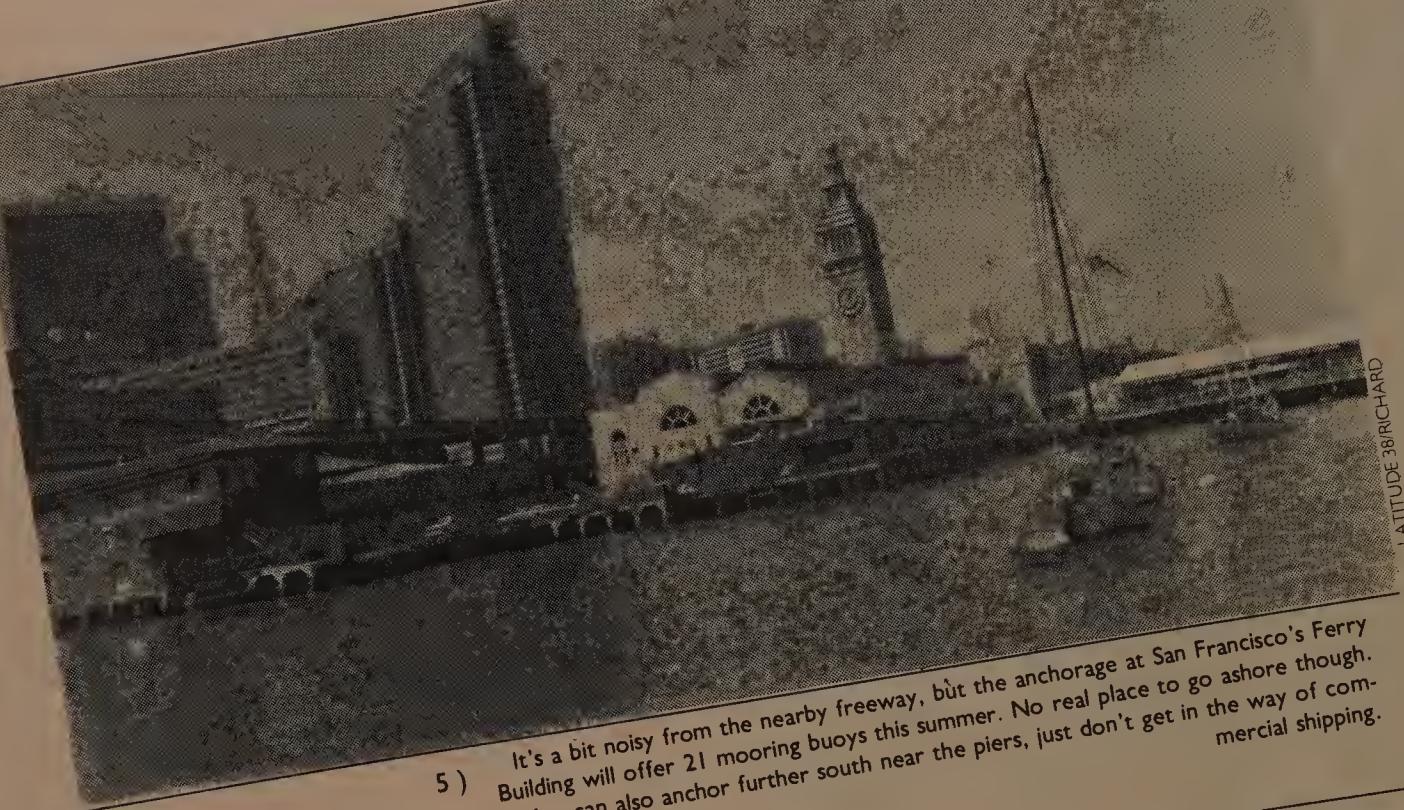


For locations A & E, see Bay Impossibilities.

2) The east shore of Angel Island both north and south of Quarry Point offers good anchorage, as well as some buoys. Good beach onshore.

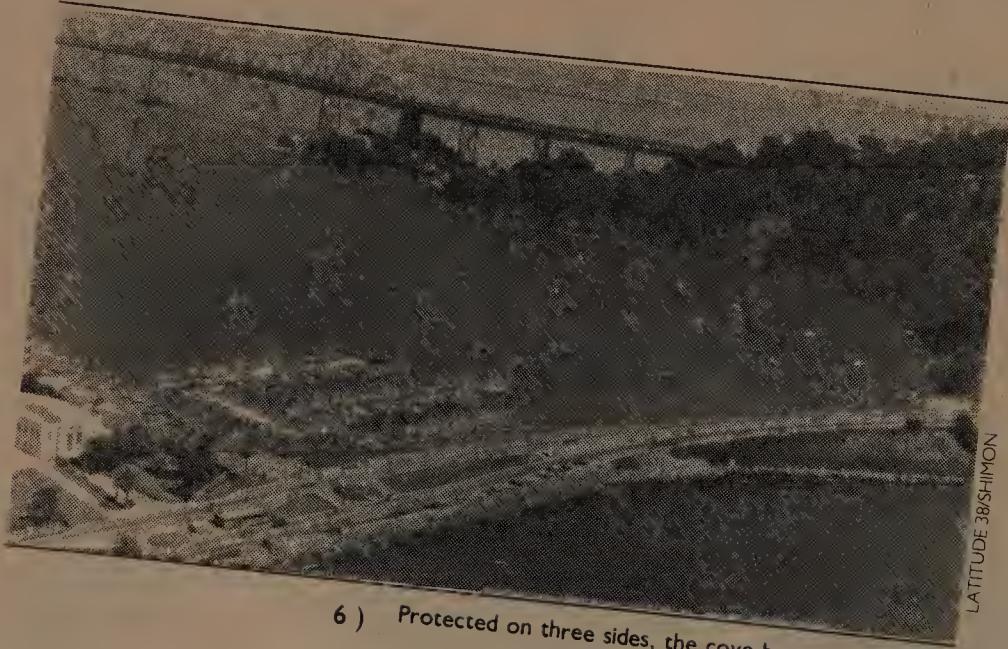
LATITUDE 38° SHIMON

BAY



5) It's a bit noisy from the nearby freeway, but the anchorage at San Francisco's Ferry Building will offer 21 mooring buoys this summer. No real place to go ashore though. You can also anchor further south near the piers, just don't get in the way of commercial shipping.

LATITUDE 38 RICHARD



6) Protected on three sides, the cove between Yerba Buena and Treasure Island is a super place for a picnic.

LATITUDE 38 SHIMON

BAY IMPOSSIBILITIES

Of course there are some places where you definitely do not want to anchor; so in the interest of fair play, we thought we should mention them.

A) **The Potato Patch.** This is the northern half of the bar which sits outside the Golden Gate. The seas can be incredibly

rough and confused, especially in an ebb tide. Cockpits can fill, boats can sink.

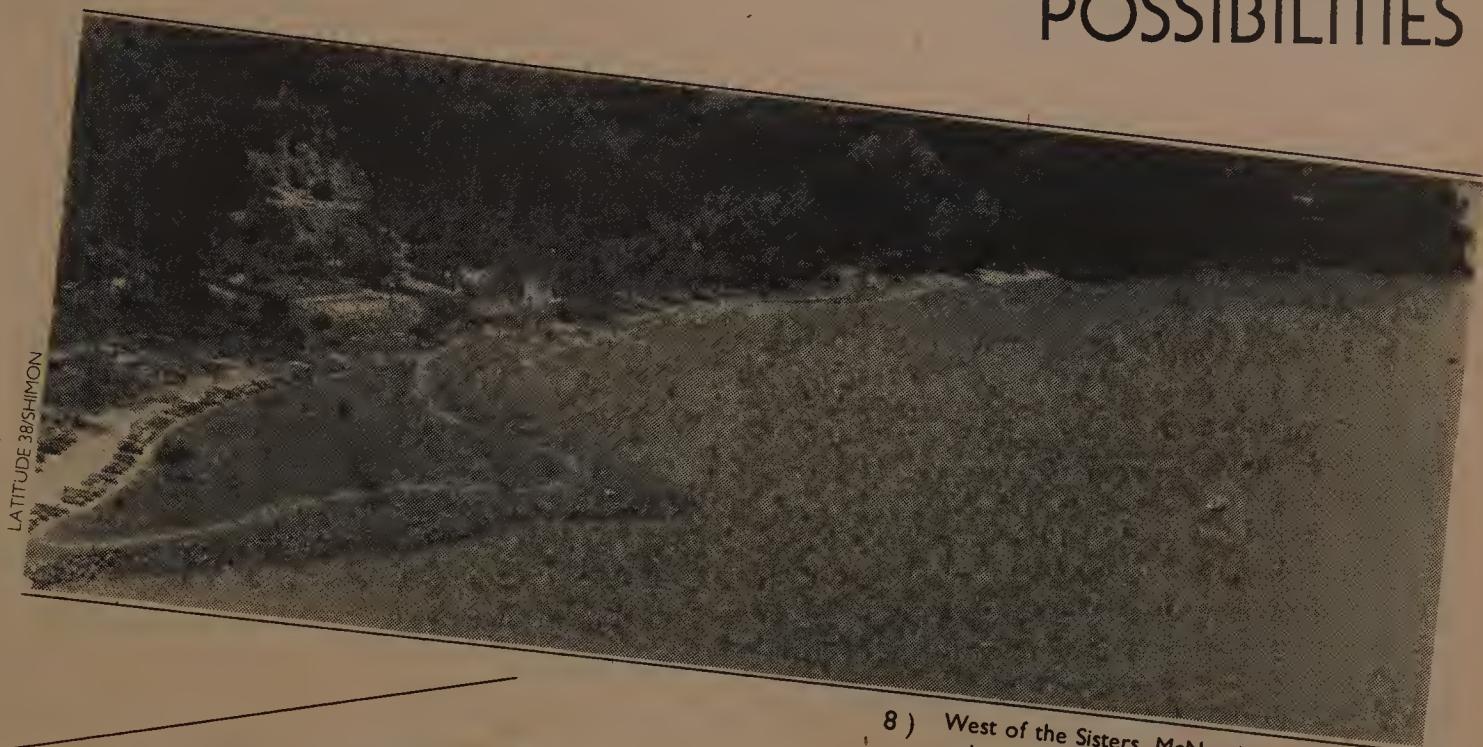
B) **Hell's Half Acre.** The wind whistles through the gap between Alcatraz and Angel Islands, bringing heavy fog in the summer and large ships year round as they exit and enter the

Bay. Anchoring in any shipping lane is bad, but this is worse than most.

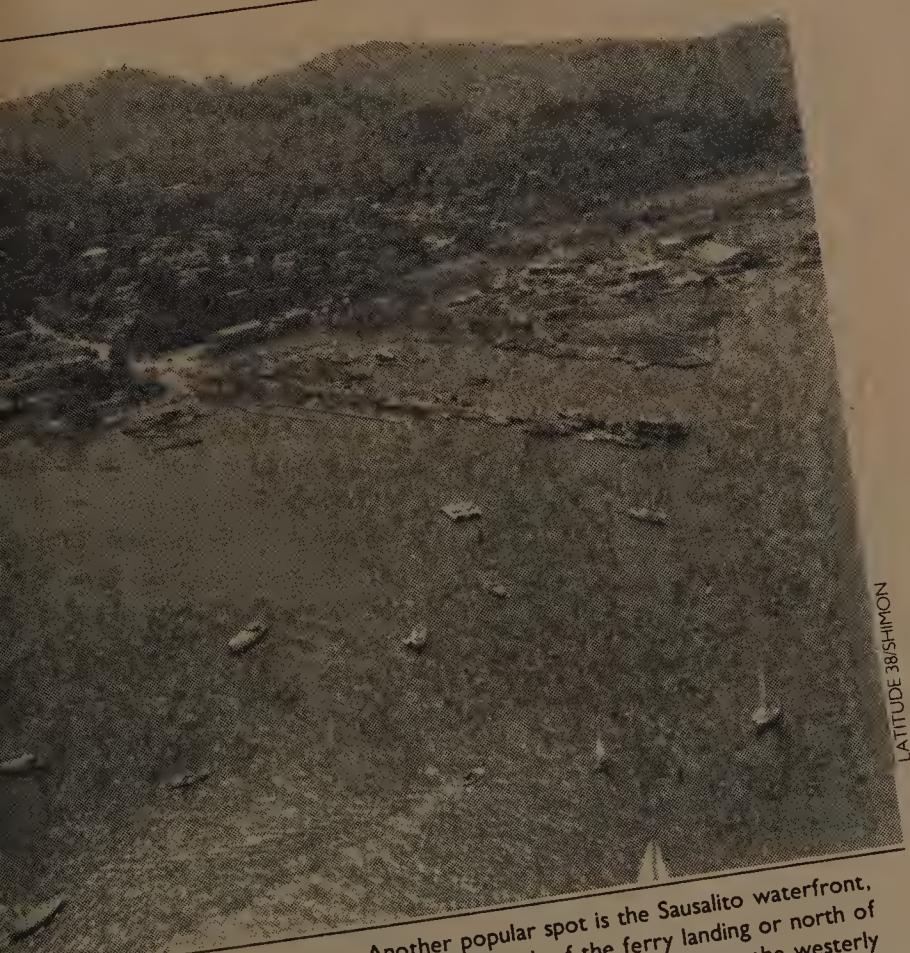
C) **The Birdcage.** If you anchor next to the San Francisco Airport you'll probably go deaf before the afternoon is through. Shoreside facilities are minimal.

D) **Ashby Shoals.** A dangerous lee

POSSIBILITIES



- 8) West of the Sisters, McNear's Beach is hot and sunny, with a beach nearby. Watch out for the tidal current, though.



- 7) Another popular spot is the Sausalito waterfront, especially just south of the ferry landing or north of Zack's. Can get gusty as the westerly comes over the hill.



- 9) Just north of McNear's, China Camp is another lazy retreat, although shallow at low tide. If it begins to look like this, though, you've gone too far!

shore in a westerly, Ashby Shoals sometimes becomes an island in low tide. Anchor here only if you want to stay a very long time!

E) **Selenium Cove.** That's not its real name, but if the toxins in the water don't get you, the fumes from the oil tanks will.

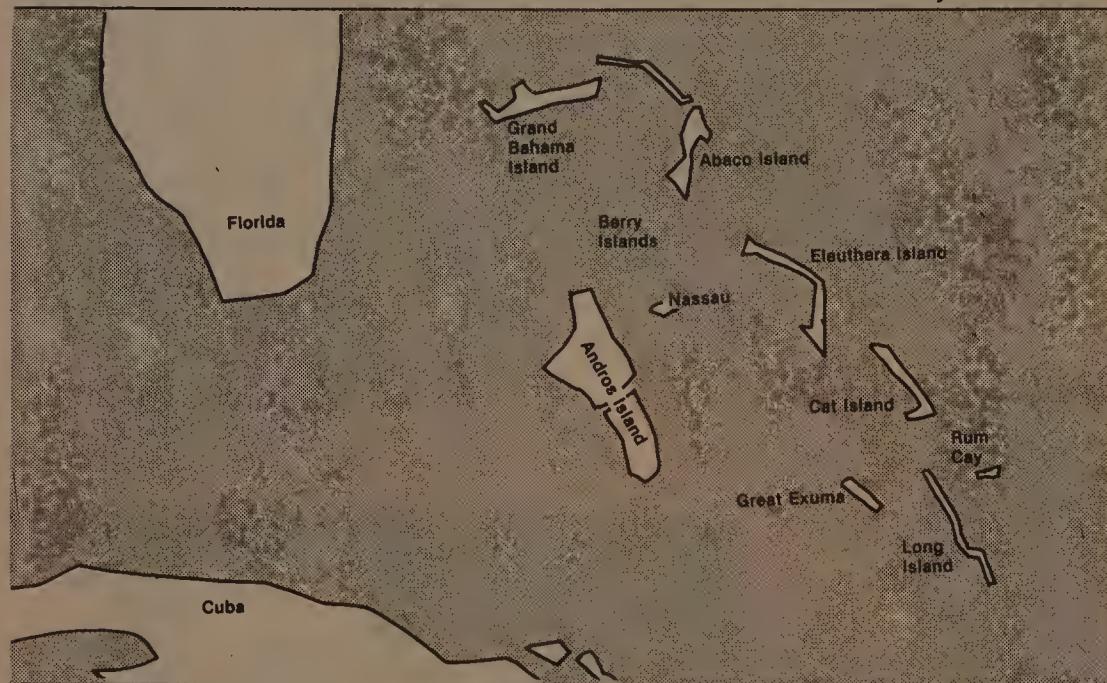
Once you're securely tied up, it's time to break out the barbecue and the beer and enjoy the gentle rocking of the water and the world passing you by. Spending a night at anchor is a special thrill not to be missed either — just be sure to check every now and then that your anchor is holding. We guarantee that first cup of coffee or tea in the morning while you watch the sun come up over the East Bay will be one you won't forget for quite a while.

Shown here are some of the best places we know of to anchor out or tie up to a mooring buoy. Obviously the buoys go quickly on busy weekends, so be prepared if you have to throw out the hook instead. Perhaps we've overlooked your favorite spot, so send us a note if there's another anchorage we should know about!

SUBURBAN MACHO

This is in answer to Michael Burdick's article, *Piracy and Suburban Machismo* that appeared in the January issue. Until very recently I lived in the Bahamas for three years on my boat. And I have travelled through them for the last 20

cluding our own United States. Of course I speak with the perspective of an American; for some Bahamians it is very different.



The map of troubled waters.

years. I have been a member of BASRA, and I know more about the Bahamas than a non-resident is supposed to know. Given these credentials, I'm writing to tell you that you did the right thing by not resisting the pirates. Your submission probably saved your life.

The Bahamas is a small country. Small in the sense that you live there and pay attention, you discover that everybody knows everybody else's business. And yet it is a big country, big because each of its little independent islands is separated by large ex-

The government is honest and efficient. It is slow in making decisions, to be sure, and slow to acknowledge anything, but there are no taxes. Medical and legal counsel is inexpensive.

One of the biggest problems in the Bahamas is rising crime. It's a problem compounded by the population of this island country. For example, no kid can steal another's bike in a small town and get away with it because everybody knows whose bike is whose. But what happens in a big city? Even the geography makes fighting crime difficult. Simple investigations require travel across great bodies of water and therefore are very expensive.

And possibly some of the seeds of crime are planted by the very interaction between wealthy Americans and poor Bahamians. Imagine if you can that you are a poor Bahamian kid and that a tourist has given you \$5 — as they sometimes will — for a simple bit of information. But the next one that comes along gives you nothing but regrets. What are you to make of these visitors? One had changed your very lifestyle and dreams for a moment while the next has put you back in your place — which before the first had given you the \$5 hadn't seemed all that bad.

... you did
the right
thing by not
resisting pirates.

panses of water.

For quality of life it compares favorably with the best countries I have been to, in-

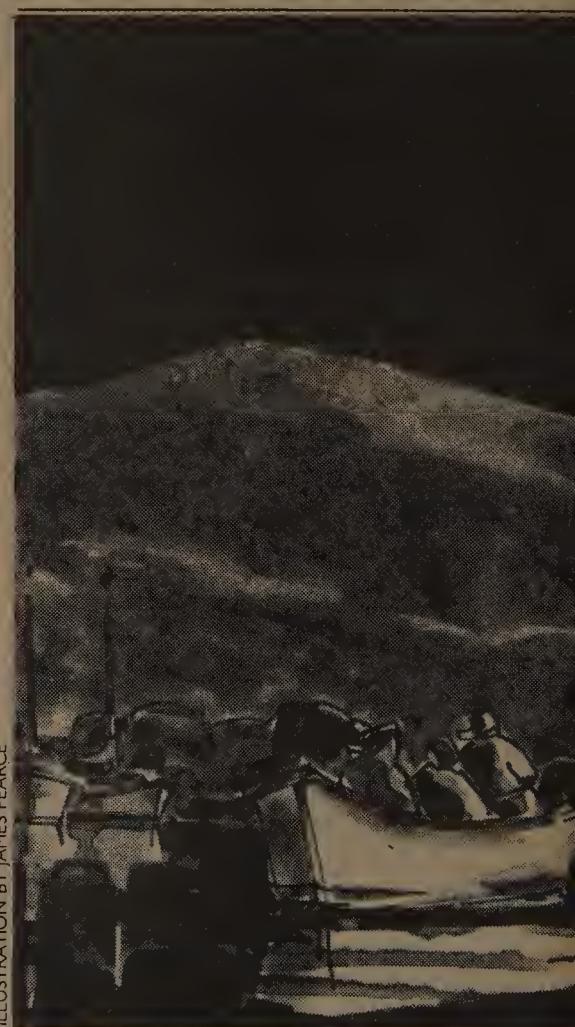
tram's Cove on the north end and the populated Chub Cay on the south end. Unfortunately, perhaps, they are a mere 18 miles from Andros Island. The cook who owns the restaurant on Great Harbour Cay in the Berries is from Andros; he and his family moved to the Berries to get away from the rising crime on once peaceful Andros.

Andros Island, one of the largest and least populated of the Bahamas, is generally considered to be somewhat off-limits to cruising folks. It is well-known that there are problems on Andros, problems that come from both Nassau and Cuba.

Cubans do a lot of importing and exporting to the United States through Andros, and Cuba has given Andros much money and arms. From time to time the trickle of money slows, but the flow of arms has been uninterrupted. In 1980 the Bahamian authorities put on display 100 guns they seized on Andros, many of them automatics and machine-guns. No arrests were made.

The Bahamian government has unintentionally aggravated the situation by sending undesirables from Nassau and other large communities to Andros. There is sort of a

ILLUSTRATION BY JAMES PEARCE



The Berry Islands form a half moon of cruising paradise, with Little Stirrup and Ber-

mellow excitement on Andros Island; I like it, but it is not for everyone. Indeed if you stay for more than just a few days you are likely to develop a reputation with the United States drug authorities that is hard to overcome.

The situation is further complicated by a particular kind of inbred Bahamian known as "Conky Joes". There are quite a few of them on Andros, black and white, and their behavior is unpredictable. Given all of the above factors, you can see why most cruisers tend to consider Andros off-limits.

Using your imagination again, think of yourself as an Andros Islander with already something of a dubious reputation. Your last smuggling deal was so long ago that you can't even afford gas for your 35-ft Scarab. Not that you could use the boat for piracy anyway, as the police know everybody by their boat. So you 'borrow' a Boston Whaler from a fisherman — something the Bahamians call "titheing". And off you go on a calm night on which you'll have a following sea on the run home. You and your two

friends are wearing blue coverall pants you got from the U.S. Navy — which has three subbases on Andros Island and also does some sneaking things in the night — and off you head for the closest group of islands, the Berries.

Once in the Berries, you run in the inside from the west side to the east. During this time you can see the lights of boats at anchor around Hoffman and Bonds Cays, and Frozen Adler, too. You find one boat is a bit away from the others, and you come close enough to see how many are aboard. If it looks like a suitable victim, you scout the area. No sense in trying to set up a job if there is a CID patrol boat in the next lagoon.

But you check and there is no patrol boat around. It looks good, so you come back to the isolated boat for the trick. You know the routine you'll use, but of course you're never sure exactly what you're going to do.

That, Mr. Burdick, is the problem. Con-

The evening hours are when most of the 'titheing' is done.

ky Joes and crazies just don't know what they are going to do until just before they do it. Had you or your friends had a gun, you certainly would have had quite a decision on your hands. It's good that you didn't. And if you do next time, you may find yourself

There are quite a few 'Conky' Joes', black and white, on Andros.

wondering when to use your guns, and if you do use them, there'll certainly be a moment when you stop and wonder who those people you shot were. But even if it's just for a short moment, you will have been different from the Conky Joes. Their simple personalities are concerned with nothing more than the immediate moment; they'll never stop and wonder who they shot.

But you didn't have guns with you and you lived to tell your story. I think it was best that you can remember it as a non-violent encounter. Because you are you, and afterwards you would have had to pay your conscience a price far greater than what you lost. Or you could end up like the Kammerers, who lost their lives. Their lifeless bodies were seen, but never found.

Or you could have ended up like one couple I met. They were cruising the Joulters Cays, between Andros and the NW Channel Light, when they were approached by a man and two boys. Later the cruising couple learned that the man and the two boys were very religious and would never have done them any harm, but by then it was too late. They had shot and killed all three. The one boy was pursued onto Joulters Island and killed there, supposedly to stop the 'robbers' (all unarmed) once and for all. But locals who know say that the last witness had to be silenced.

Imet the elderly cruising couple at the Crown Colony Club, which is Club Cay. As there were no witnesses and no prosecution, he was flying home to the States. She locked herself into the boat, a Herreshoff Meadowlark ketch, with all the hatches closed and ports shut.



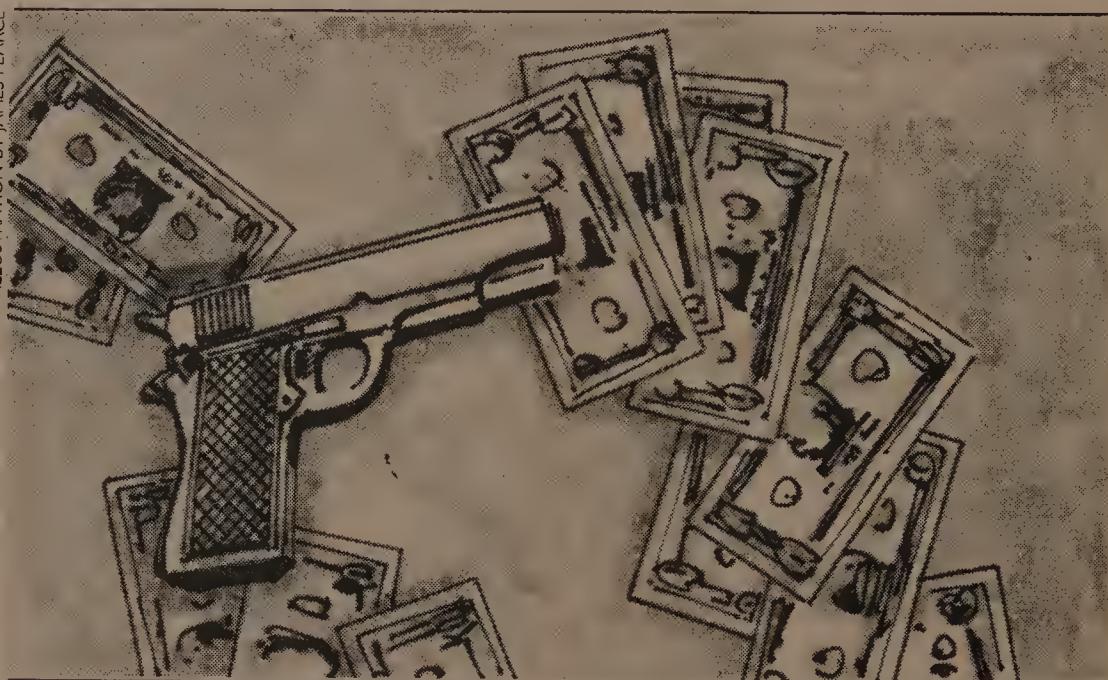
SUBURBAN MACHO RESPONSE

A week later a report from the *Miami Herald* came around to ask cruisers whether they were in favor of guns or not. The woman was still locked inside the little ketch. Later I heard she flew home, but the boat was still there three months after, probably with all their cruising dreams aboard.

I recommend that folks don't miss the Bahamas when they cruise. Take your guns with you or leave them home as you please. But do keep your good sense about you. Take about 100 dollars in small bills no matter where you go. You can buy a lot of insurance and lives with that relatively small amount of money. A gun and ammo bought with the same amount of money could buy you a lot of trouble and the kind of memories you'll never want to share.

For all the talk of crime, the Bahamas has one of the lowest crime rates in the world. The street police are not armed. And with the increased activities of the Bahamas Defense Force and the Criminal Intelligence Division of the Bahamas Special Forces

ILLUSTRATION BY JAMES PEARCE



Large sums of cash and firearms seem to travel in the same circles, notably between South America and Florida.

combined with U.S. help, there have been less and less incidents of piracy. In fact, with over 20 years experience in the Bahamas,

Michael, yours is only the third verifiable attack that I know of. How do I verify it? Well, those same guys — or their doubles — tried the same thing on me one night. I caught one of them later. He walks funny now.

— steve vargas

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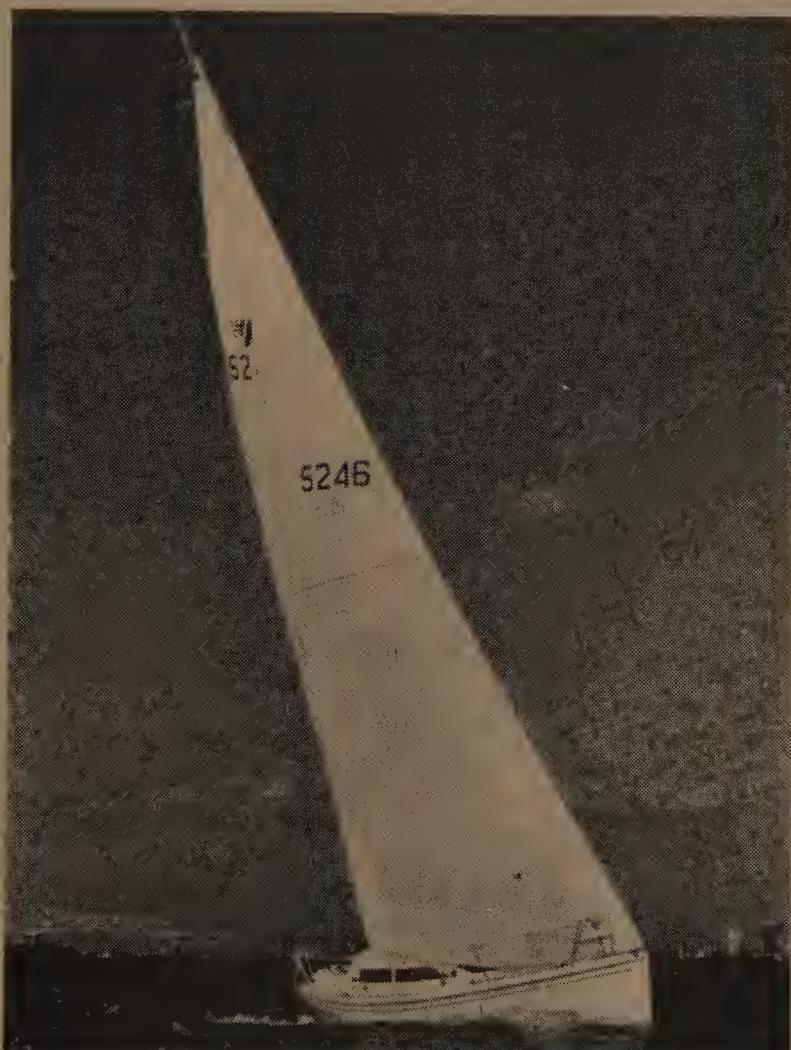


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'GOD' SAYS

They say he who laughs last, laughs best. Right now we're having a good laugh.

For the last several months various learned readers have been taking us to task for having uttered the phrase "knots per hour". In their good-natured way these readers accused us of being ignorant, new to sailing,

landlubberly and other crimes. But we got some bad news for you "knots refers to acceleration only" folks, specifically that the "god" of navigation frequently and consciously used the expressions "knots per

hour". The god of navigation, of course, is Nathaniel Bowditch (1773-1838), author of *The New American Practical Navigator*.

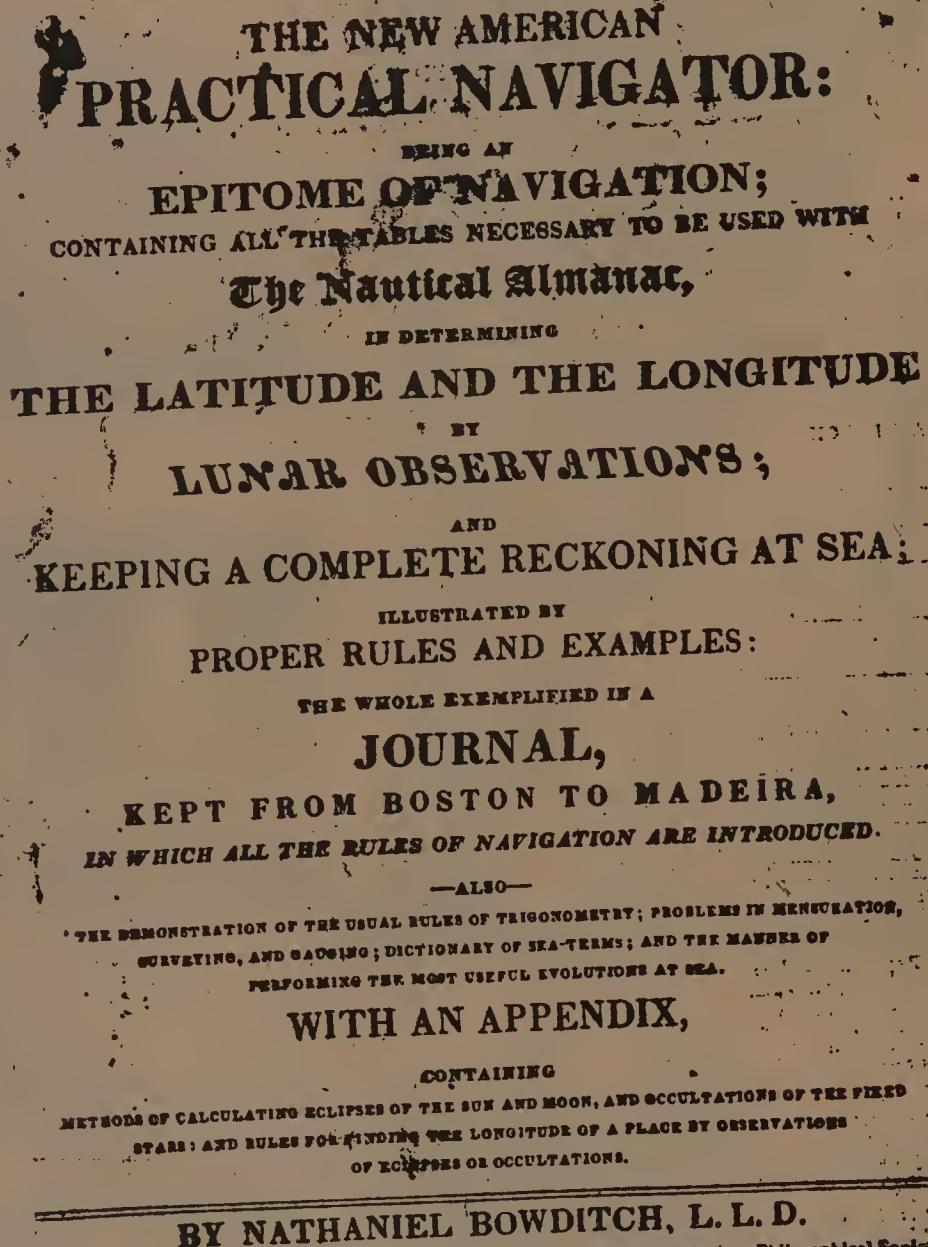
The xerox below is from an 1822 edition of *The New Practical Navigator*. If all of you seamen will turn to page 89 of your copy, the chapter on the use of a quadrant of reflection, you'll find the following sentences by Mr. Bowditch:

"... thus if a ship sails 8.5 knots per hour, by a glass of 36 seconds, the true number of knots per hour will be 7.1; for 36 : 30 : 8.5 : 7.1."

Had enough? No, well then try this:

"Thus if a ship sails 6 knots per hour with a glass of 24 seconds, and a log-line of 60 feet per knot, her true velocity will be 9 miles per hour . . ."

If these examples aren't sufficient to convince you, there are plenty more where they came from. We trust that all of you folks who criticized us feel an ounce of contrition over the clever slurs made on our sailing background, our intelligence, our sexual preferences and everything else. But rest assured we bear no hard feelings, since: 1) we had no idea we'd been right; and 2) your mistake is really the fault of the U.S. Navy.



BY NATHANIEL BOWDITCH, L. L. D.

Member of the Royal Societies of London, Edinburgh, and Dublin; of the American Philosophical Society, held at Philadelphia: of the American Academy of Arts and Sciences; of the Connecticut Academy of Arts and Sciences; of the Literary and Philosophical Society of New-York, &c.

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1821.

It all started when Bowditch, who at the age of 20 was widely considered the outstanding mathematician in America, sailed from Salem to Reunion Island in the Indian Ocean on the vessel *Henry*. During that trip Bowditch discovered he could not rely on the navigation book of the day, *The Practical Navigator*, by John Hamilton Moore. The problem was that it was full of mistakes; in fact before Bowditch got through he identified 8,000 of them! It is hoped that John Moore didn't take the corrections too hard, for in his youth Bowditch had even discovered an error in Newton's classic work, *Principia*.

With all the mistakes, it was finally decided Bowditch should write an entirely new book, from which comes the "new" in *The New American Practical Navigator*, an epitome that first appeared in 1802. Besides being correct, Bowditch's work benefited from his vow to put nothing in his book that could not be taught every willing member of the crew. The idea was that it not be over the head of even the thickest mate. Authorities credit Bowditch's book with paving the way for American ocean supremacy during the clipper ship era.

Although through specific instances he

(1.) If the glass only is faulty, you must say, as the seconds run by the glass are to 30 seconds, so is the distance given by the log to the true distance. Thus if a ship sails 8½ knots per hour, by a glass of 36 seconds, the true number of knots per hour will be 7.1; for, $36 : 30 :: 8.5 : 7.1$

(2.) If the log-line only is faulty, you must say, as 50 feet is to the distance of a knot on the line, so is the distance run by the log to the true distance. Thus, if a ship sails 7 knots per hour, by a log-line measuring 53 feet, her true distance will be 7.4 miles per hour, because, $50 : 53 :: 7 : 7.4$.

(3.) If the log-line and glass are both faulty; you must say, as 50* multiplied by the length of the glass is to 30 multiplied by the length of the line, so is the measured to the true distance. Thus if a ship sails 6 knots per hour with a glass of 24 seconds, and a log-line of 60 feet per knot, her true velocity will be 9 miles per hour, because $50 \times 24 : 30 \times 60 :: 6 : 9$.

The
'bible'
says.

demonstrated his ability as a superb practical navigator, Bowditch dedicated most of his life to scientific and business pursuits. Noteworthy among his achievements is that in 1826 he led a small group of men in saving Harvard University from financial disaster at the hands of a free-spending president. While Bowditch was revered for his many scholarly achievements and by the many societies and academies to which he belonged, the Salem Marine society eulogized him best:

When the voice of eulogy shall be still, when the tear of sorrow shall cease to flow, no monument will be needed to keep alive his memory among men; but as long as ships shall sail, the needle point to the north, and the stars go through their wonted courses in the heavens, the name of Dr. Bowditch will be revered as of one who helped his fellow-men in time of need, who was and is a guide to them over the pathless ocean, and of one who forwarded the great interests of mankind."

Well spoken, was it not? So what's this got to do with the Navy and 'knots per hour'? Well after Bowditch died, his son, Jonathan, had his name appear on the title page — for editions 11 thru 35 — or up until the year 1868. It was then that the U.S. Navy Hydrographic Office obtained the copyright and otherwise got their bungling hands on what already had long been considered "the final authority". And don't we all know what the Navy's expertise can do to things.

Sure enough, as time went by the Navy forgot the master's concept that practical navigation was an art requiring the mature judgement and experience rather than mere exercise in mechanical science. Sadly they slipped into the rigid, narrow-minded scientific interpretation that knot referred only to acceleration and that the phrase 'knots per hour' (which we have already seen the master used numerous times) was not cor-

rect. Of course it was heresy, but what are you going to do with the Navy?

And once the Navy began to dicker with the truth, the tripe began to spread. Thus in the 1919 edition of the *Manual for the Guidance of Apprentices on Training Ships*, put out by the United States Shipping Board, you have a blasphemous paragraph called "Knots and Miles". In part, it says the following:

There is a growing practice of making an improper use of the word knot, not only with landsmen, engineers and shipbuilders, but also with those who should know better. The prevailing idea appears to be that a knot is the same as the geographical, nautical or sea mile, and that the word "knot" is used to avoid possible confusion with the statute land mile. But this is quite wrong. The knot is a cosmopolitan unit of speed, employed at sea by sailors of all the civilized nations. One knot is the speed of one nautical mile an hour, the nautical mile being the mean sex-

clearer and more definite: but we might just as well measure pressure in "atmospheres per square inch".

What ignorant blather! Who the hell is the author of this manual, one Capt. Eugene O'Donnell, a former Supervising Inspector of Steam Vessels and Supervisor of Sea Training, to imply that the man who corrected Newton, the man who wrote the bible on practical navigation, is "no real sailor"? It's an outrage, and if Bowditch weren't such a well-adjusted person we're certain he'd be turning over in his grave.

Let there be no claim that Bowditch used "knots per hour" inadvertently; he was an extremely precise and careful mathematician and navigator, and we have in hand proof that as late as the fifth edition (by which time such a glaring error would have been caught) he was frequently and purposely using the now damned phrase "knots per hour".

So who are you going to let be your arbiter in the use of seamanlike language, some navy scribes or the brilliant man who literally and figuratively "wrote the book"? If you're in the Navy we'll give you an exemption, but if you're free, it's "knots per hour"! Amen.

We'd like to offer special thanks to surveyor Jack MacKinnon, who is the owner of the 1822 edition of *Bowditch*. We should also like to note that, like the San Lorenzo phone book, we misspelled Jack's name last month. When in doubt about the proper spelling, Jack recommends you "repair to

MANUAL OF SEA-TRAINING BUREAU

KNOTS AND MILES

There is a growing practice of making an improper use of the word knot, not only with landsmen, engineers and shipbuilders, but also with those who should know better. The prevailing idea appears to be that a knot is the same as the geographical, nautical or sea mile, and that the word "knot" is used to avoid possible confusion with the statute land mile. But this is quite wrong. The knot is the cosmopolitan unit of speed, employed at sea by sailors of all the civilized nations.

Naval
nonsense.

agesimal minute of latitude on the earth's surface, so that it is $90 \times 60 = 5,400$ miles from the equator to the pole, and this is the only mile the sailor knows or uses . . . By a curious perversity and straining after precision, the incorrect expression "knot an hour" to express the speed of a ship, is creeping into general use, with the effect of displacing the word mile by knot. No real sailor would say that a rock on land was half a knot, one knot, etc., away. It is too often urged that the expression "knots per hour" is so much

the nearest pub and ask to see the back label of a bottle of Drambuie, where it is correctly spelled." Either that or check out his ad in the Classy Classifieds.

We'd also like to thank Wink Smith of Mill Valley, who sent us a xerox of some pages of the *Manual of Apprentices on Training Ships* that was published in 1919 — which happened to be the year of his birth.

Now that it's all settled, the question is closed. (Sure it is!)

THE RACING

This month's Racing Sheet reviews **Mexorc**, the **Ano Nuevo** race, the recent **Cabo San Lucas** race, the **Congressional Cup**, and this year's **Myco Champions**. Also **Racing Results** and some notes about the **Big Daddy**, shorthanded racing, **Solo Transpac**, **America's Cup** and more!

RACES PAST

MEXORC

Dave Faulkner of San Diego crewed on the Nelson/Marek 55 *Strider* in the 1985 Mexican Ocean Racing Circuit. Here is his report:

The Nelson/Marek 41 *Saeta*, owned by Rogelio Partida, sailed a consistent 6,4,3,5,4,2 series to win this year's MEX-ORC. Monte Livingston's powerful green sloop *Checkmate*, the winner in 1983, dominated Class A and fell just 1.4 points short of *Saeta*. Third overall and Class B winner was the Choate 40 *Rampage*, owned by the Friedman brothers of Del Rey YC.

Scored under the Olympic system, the seven race series featured generally good breezes. The only light air was in the opening buoy race in Puerto Vallarta. George Ripsstein's *Dimensions*, an early N/M 41 design geared to Acapulco conditions, won easily. *Strider* then snuck across the finish line be-

fore the wind shut down in the 102 mile overnighter to Careyes to win the second race. Other individual race winners included *Checkmate*, *Rampage* and Larry Harvey's N/M 49 *Crazy Horse*. *Saeta* clinched the overall title with a second in the finale, aided by tactician Rob Maw.

Results: Class A — 1) *Checkmate*; 2) *Crazy Horse*; 3) *Wolfpack*, Leland Wolf. Class B — 1) *Rampage*; 2) *Saeta*; 3) *Piet Hein*, Roberto Vuilling. Overall — *Saeta*, *Checkmate*, *Rampage*, *Piet Hein*.

ANO NUEVO

This year's ocean racing season got off to a pleasant start as 28 entries took part in the March 9th Ano Nuevo race off Monterey. Shifty winds provided the fleet with a challenging course, including a long beat back from the Ano Nuevo buoy north of Davenport. Irv Loube's One Ton *Coyote*, a 40-footer, match raced with Robert Lund's Olson 40 *Prime Time* for most of the 80 mile contest. The former caught the last wind shift coming into the finish and took the elapsed time win by four minutes and corrected out easily over the rest of the fleet.

Peter Cameron, the BMW on *Coyote*, says they changed headsails more than 15 times coming back from Ano Nuevo, going from the Medium #1 down to the #3 and back several times. Dee Smith, according to Cameron, was responsible for catching the southeasterly shift near the finish that put them into the lead. This is the third year in a row that Dee has been on the winning boat, and the second time in three years for Loube.

The Class B title went to Franz Klitz's Santa Cruz 27 *Bloody Mary*. Franz has entered the race six times and his best previous finish was second. His margin of corrected time victory was slim, though, just 22 seconds over the Santana 35 *Shockwave*.

Results: Division A 1) *Coyote*, Beneteau One Ton, Irv Loube, StFYC; 2) *Prime Time*,



STEVE TAFT

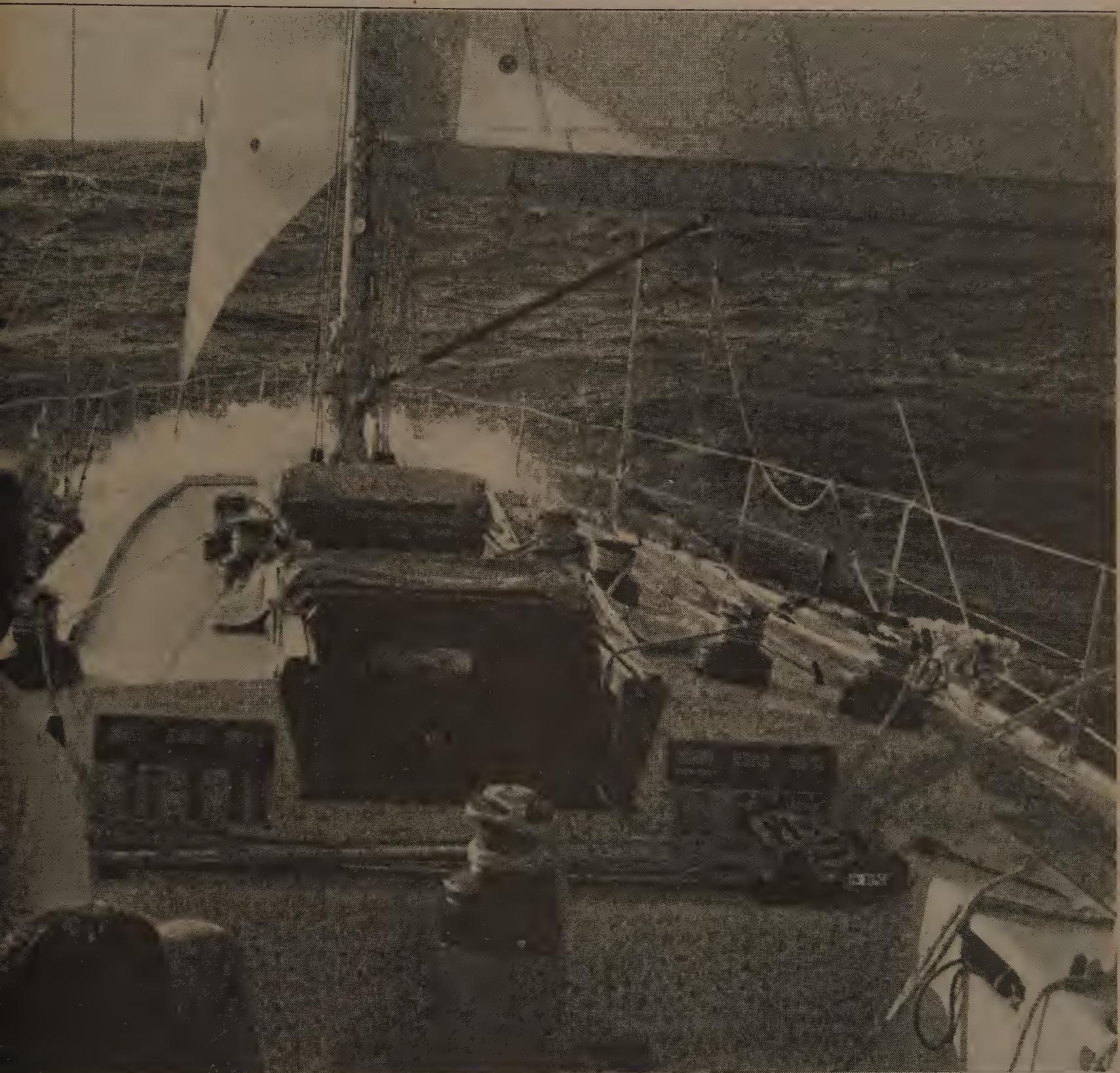
Olson 40, Robert Lund, EYC; 3) *Escape*, Express 37, S. Dilbeck; 4) *Octavia*, SC 50, Stu Kett; 5) *Patient Lady*, Olson 30. Division B — 1) *Bloody Mary*, SC 27, Franz Klitz, RYC; 2) *Shockwave*, Gerry Stratten, Santana 35, MBYC; 3) *New Wave*, Express 27, H. Blackett, SCYC; 4) *Nemo*, Express 27, T. Conerly; 5) *Thales*, J. Coover, Carter 33.

CABO SAN LUCAS

"The big sleds were really moving!" was Steve Taft's remark after the finish of this year's 790 mile Newport Harbor to Cabo San Lucas race. The first six finishers, led by Nick Frazee's Nelson/Marek 68 *Swiftsure*

Gary Edwards of 'Coyote' celebrates winning the Ano Nuevo race with Kathy Hodges.

LYN HAYES



from San Diego with sailmaker Taft onboard, shattered *Merlin*'s 1981 elapsed time record by almost six hours! *Merlin*, the venerable Bill Lee 67-footer, was the only 70.0 rater not to crack the old mark.

Although *Swiftsure* took line honors, Taft felt that the fastest boat through the water was the new Bill Lee 70 *Blondie*. Sailed by designer Lee, Harvey Kilpatrick and several other Monterey Bay stalwarts, the big white sloop led by some three miles with only 50 to go. At dusk the wind died and *Blondie* went inshore looking for wind while *Swiftsure* jibed out to catch the remainder of the

Cabo race winner '*Swiftsure*' heads down one wave and into the next. Inset, John Landon's new Santa Cruz 70 '*Kathmandu*' took 6th in fleet.

seabreeze and the lead. *Saga*, another N/M 68 with Alameda's Tom Blackaller onboard, also passed *Blondie*, but hit a hole at the finish line and was beaten by a scant 26 seconds.

Results — Class A — 1) *Swiftsure*, N/M 68, Nick Frazee, SDYC; 2) *Saga*, N/M 68, Baker/Writer; 3) *Blondie*, Lee 70, Patrick Moniz, SCYC. **Class B —** 1) *Amante*, Peterson 48; 2) *Travieso*, N/M 44, Ron Kuntz, OYC; 3) *Aleta*, Peterson 46, Warren Han-

cock, NHYC. **Class C —** 1) *Eclipse*, N/M 43; Bob Bannasch, SDYC; 2) *Encore*, One Ton, Dick Noth, SDYC; 3) *Victory*, Dubois 43, Robert Butkus, CBYC.

CONGRESSIONAL CUP

Rod Davis of Newport Harbor YC won his second Congressional Cup match race series on March 17th. After ending the regular nine race round robin series against some of the best helmsmen and crews in the world, Davis beat John Kolius of Texas after the latter eliminated the defending Dave Perry of Connecticut. All three had 7 wins and 2 losses

THE RACING

before the sudden death race off.

Peter Daly of Albany served as bowman for Perry, as he has in the previous two series. They were obviously disappointed in not pulling off the hat trick, which would have made Perry the first three time winner in this prestigious series. The competition, says Peter, was more intense than in previous years, especially since many of the skippers have their eyes on the next America's Cup. Davis, a gold medal winner in 1984, is helming the 12 Meter *Eagle*, while Kolius is skippering *America II*. Also sailing, but not faring well, was Dennis Conner, another 12 Meter hopeful for the U.S., as well as England's Harold Cudmore and Italy's Mauro

Was it the guy I was supposed to release, or the sheet?

Pellaschier. Even Ted Turner, media mogul, took part, ending up in the middle of the fleet.

MYCO CHAMPIONS

The Metropolitan YC ended their 1984-85 midwinter season with a champion of champions regatta on March 17th. The winners of each of 30 divisions from the winter season met on the Berkeley Circle for a showdown to see who was the best of the best. Emerging victorious was Dan Woolery's Burns 27 *Bella Donna*, followed by Richard Heckman's Olson 30 *Saint Anne* and John Kostecki's Soverely 33 U.S.A.

Woolery, who's in the food business, wants to acknowledge that his work and personal matters kept him off the boat for much of the MYCO series. Scott Easom did most

SPRING KEEL INVITATIONAL

J/24—1) *Exocet*, John Kostecki; 2) *Stormtrooper*, Waters/Rastello; 3) Greg Dorland, *Etchells* 22-1 Hank Easom; 2) Bill Barton; 3) Don Jesberg, *Moore* 24-1 *Tonopah Low*, Jeff Weiss; 2) *Adios*, Dave Hodges; 3) *Bitchin'*, Doug Sheeks, *Soling*-1) *Mach Two*, Gil Smith; 2) *Gotcha*, Jerry Price/Lewis Woodward; 3) Dave Steed.

SPRING DINGHY INVITATIONAL

Snipes—1) Warren Wheaton; 2) Mark Adams; 3) Packy Davis. **505's**—1) Jim Wondolleck; 2) Bruce Hellman; 3) Jonathon Livingston. **International 14's**—1) Anne Toschi; 2) Steve Flam; 3) Thomas Edwards. **Fireball**—1) Gordon Danielson; 2) Rick Eno; 3) Craig Perez.

RICHMOND MIDWINTERS

Final Results

El Toro Jrs.—1) Vaughn Seifers; 2) Brandon Paine; 3) David Albright. **El Toro Srs.**—1) Dennis Silva; 2) Steve Miller; 3) Frank Healy; 4) Hank Jotz. **Millimeters**—1) Bruce Munro; 2) Jock MacLean; 3) Pax Davis. **International Canoe**—1) Del Olsen. **Finn**—1) Bill Partridge. **Sunfish**—1) Bob Cronin. **Lasers**—1) Pat Andreason; 2) Mike Dias; 3) Ernie Rodriguez. **Laser II**—1) K & H Morokami; 2) Morgan Larson. **Fireball**—1) Rick Eno. **Windmill**—1) Scott Fovenpera. **Lightning**—1) Timothy Barnes. **Wing Dinghy**—1) Jim Antrim. **Sunfish**—1) Bob Cronin. **505's**—1) Wondolleck/Kuncl; 2) Maloney/Gilmour; 3) Miller/Heckman. **International 14's**—1) Alan Leflin; 2) Kers Clausen; 3) Steve Toschi. **Snipes**—1) Warren Wheaton; 2) R. Bioggett; 3) J. Kelly Thistles—1) Ron Smith; 2) Fred Nagel. **Flying Junior**—1) Dan Korb; 2) Mayers/Brewers. **Wabbit**—1) Groen; 2) Mohr. **Etchells 22**—1) B.J. Erkelens. **470's**—1) Ping Sih.

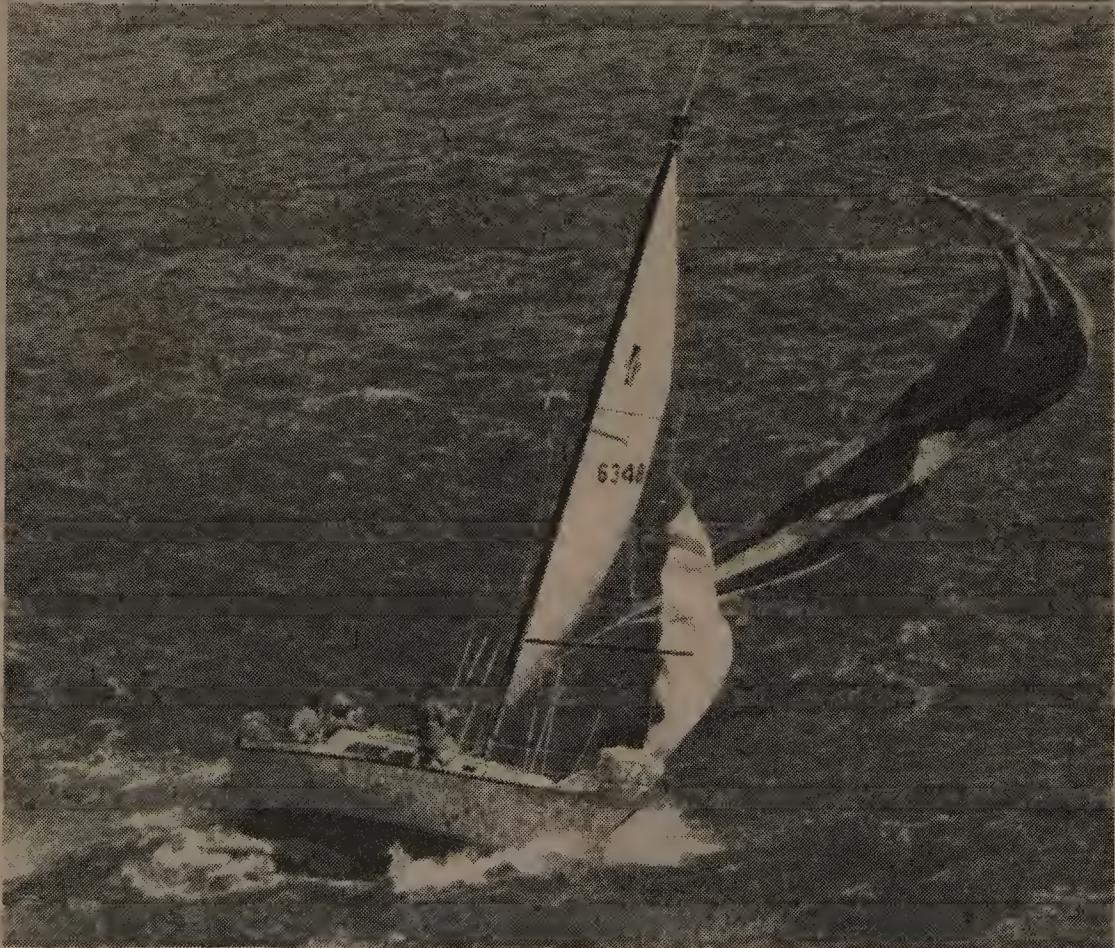
WOMEN'S RACING ASSOCIATION

TYC Feb. 24 Div. A — Race 1: 1) *Blue*, J. S. Madrigali, Tiburon; 2) *Loose*, V. Nungary, Alameda; 3) *Silly Goose*, C. Kaplan, Mill Valley. **Race 2:** 1) *Blue*; 2) *Silly Goose*; 3) *Loose*. **Div. B — Race 1:** 1) *Legacy*, S. Hoehler, Tiburon; 2) *Shanghai*, C. Jesmore, Sausalito; 3) *Happy*, B. Kerr, Alameda.

of the sailing, and his crew for the championship race included Pam Dunn, Frank Varvaro, Phil Bickford, "Big Ed" Schultz and Woolery.

This was *Bella Donna*'s second win in three years. Weighing in at 4,000 pounds with a big rig, this Chuck Burns creation has always been blazing fast in light air. Woolery still hasn't figured out why that's so, but suspects she builds up momentum quickly and the finely shaped bow allows it to glide easily through the water. "She'd be deadly in Southern California," says Dan, "but when the westerlies blow here on the Bay she's not as outstanding."

Results — 1) *Bella Donna*, Burns 27, Scott Easom/Dan Woolery, RYC; 2) *Saint Anne*, Olson 30, Richard Heckman, IYC; 3) *U.S.A.*, Soverel 33, John Kostecki, RYC; 4) *Zot!!*, Choate 27, Robert Hrubes, CSC; 5) *Adios*, Moore 24, D. Hodges/S. Walecka, SCYC; 6) *Bad Bunny*, Wylie Wabbiitt, Colin Moore, RVYC; 7) *Hot Flash*, SC 27, Bren



LATITUDE 38/JOHN

RACE RESULTS

WOMEN - CONT'D.

Race 2: 1) Shanghai; 2) Boog-A-Loo, N. Robers, Belvedere; 3) Legacy. **Div. C — Race 1:** 2) American Express, L. Ardleigh, Tiburon; 2) Pau Hana, A. O'Rourke, Alameda; 3) Gotcha, J. Pucci, Millbrae. **Race 2:** 1) American Express; 2) Gotcha.

GGYC March 10, Div. A — Lipstick, M. Schnapp, Oakland; 2) Blue J, S. Madrigali, Tiburon; 3) Black Lace, E. Tankersley, Sausalito. **Div. B —** 1) Happy, B. Kerr, Alameda; 2) Rapid Transit Jr., S. Sylvester, Oakland; 3) Bandersnatch, A. Balatsos, Piedmont. **Div. C —** 2) Pau Hana, A. O'Rourke, Tiburon; 2) American Express, L. Ardleigh, Tiburon; 3) Lyric, J. McPherson, Oakland.

SOUTHERN OCEAN RACING CIRCUIT

Class 1 — 1) Boomerang, G. Coumantaros, Frers 81, New York; 2) Kialoa, Holland 81, J. Kilroy, Marina del Rey; 3) Matador, Frers 81, W. Koch, Mass.

Class 2 — 1) Morningstar, Frers 50, John Ambrose, New York; 2) Nitissima, Frers 50, Nello Mazzafaro, Italy; 3) Enterprise, Vallicelli 50, Ron Love, Irvine.

Class 3 — 1) Snake Oil, Farr 43, D. Williford, MD; 2) Gemini, Vallicelli 44, M. DiGiovanni, Italy; 3) Invictus, S&S 45, J. Malec, Chicago.

Class 4 — 1) Slick, Irwin 42, P. Van Arsdale, Florida; 2) Sleeper, N/M 42, L. North, San Diego; 3) Total Eclipse, Farr 40, Buerman, Shore.

Class 5 — 1) Smiles, J/41, Charlie Scott, MD; 2) Glory, Beneteau 39, J. Buchan, Seattle; 3) Total Eclipse, Farr 40, Buerman/Shore.

Class 6 — 1) Motivation, Van de Stadt 34, K. Von Wendt, Germany; 2) America Jane III, Kaufman 38, N. Myers, Texas; 3) Dooohdoohah, Oyster 35, J. Bacon, Florida.

Overall: Smiles, Glory, Total Eclipse, Snake Oil, Sleeper.

BIG DADDY REGATTA

Division A — 1) Prime Time, Olson 40, Robert Lund, EYC; 2) Ghost, Peterson 46, Dennis Marion-Dean Stiles, StFYC; 3) Bydand, Baltic 42, Max Gordon, Los Gatos YC.

Division B — 1) Chimo, Nelson/Marek 41, Chuck

Meyer, GGYC; 8) Loose, Custom, Jerry Fisher; 9) Frog in French, Express 27, Kame Richards, RYC; 10) Magic Jammies, Wave-length 24, Charles Witcher, FLYC.

RACE NOTES

In the bloopers department this month, we'd like to make the following correction from last month's **Midwinter Results**. The winner of the Metropolitan YC's PHRF F division should have been listed as Jack Hammer's Sabre American Pie from the Richmond YC. Bobbi Tosse's Coronado 25 Naressia ended up second and Dustin Meuse's Kiwi 24 Adlib placed third.

February's **Big Daddy** regatta at the Richmond YC was notable for good competition and for its hearty party atmosphere. As the series mascot Sleaze Dog (see illustration) says "Let's get serious about having fun

BIG DADDY - CONT'D

Winton, SFYC; 2) Bondi Tram, Frers 41, Peter Stocker, StFYC; 3) Coyote, Beneteau one-ton, Irv Loube, RYC.

Division C — 1) Celery, Santana 35, Ted Hall, StFYC; 2) Blue Blazer, Peterson Custom, Bill LeRoy, StFYC; 3) Great Expectation.

Division D-1 Airtight, Express 27, Bill Rose, SCYC; 2) American Express, Express 27, David Lohrey/Greg Dorland, StFYC; 3) Nemo, Express 27, Terry Aisberg, SCYC.

Division E — 1) Mercedes, Moore 24, Joel Verutti, FLYC; 2) Speedwagon, Moore 24, Al Kenstier, Whiskeytown YC; 3) Bloody Mary, Santa Cruz 27, Frank Klitz, RYC.

Division F — 1) Violation, J/29, Noel Rhodes, StFYC; 2) Lil Smokin J, J/29, John Williams; 3) Potsticker, J/29, Kird Denebel/Ron Losch, StFYC.

Division G — 1) Echo, Wylie 34, George Kiskaddon, RYC; 2) Mad Dog, Wylie 34, Kim Desenberg, RYC; 3) Magic, Wylie 34, Gregory Krag, RYC.

Division H — 1) Insurance, Olson 25, Lester Robertson, WYC; 2) Fury, Northstar 27, Len and Casey Woodrum, TYC; 3) Zoff, Choate 27, Robert Huckles, CSC.

Big Daddy — 1) Chimo; 2) Coyote; 3) Bondi Tram; 4) Nemo.

Overall — 1) Insurance; 2) Echo and Nemo (tie); 3) Magic.

GOLDEN GATE YC MIDWINTERS

Tartan 10 — 1) Sportin' Life, Greg Pfeiffer, CSC; 2) Midnight Flyer, Steve Trimble; 3) Gammon, Randy Broman, SCC. **Series Results:** 1) Sportin' Life; 2) Midnight Flyer; 3) Wizz Lass, Len Jackson, OYC.

Islander 36 — 1) Windwalker, R. Shoenhair/D. Bokton, IYC. **Series Results:** 1) Dakota, Van Selvig, TYC; 2) Wild Onion, Alan Schuman, StFYC; 3) Lady Killer, Frank Mackey, CSC.

IOD — 1) Assagai, M & W Heer, StFYC; 2) Quickstep, George Degnan, RYC; 3) Whitecap, Tom Allen, StFYC. **Series Results:** 1) Quickstep; 2) Whitecap; 3) Assagai.

J/24 — 1) Salsa, Phil Myers, SCYC; 2) Jawbreaker.

... and that's what a lot of people did.

The tone of the **Big Daddy** can be best summed up by one section of the race instructions, composed by regatta chairman Gary Clifford. The Alternative Penalty Rule read: A yacht which acknowledges infringing a rule of Part IV of the USYRU rules shall fly code flag "I" from her backstay at the first reasonable opportunity and hailing the yacht she infringed "THAT'S A HORSE ON ME, 'SUCKER!' or words to that effect. At the option of the yacht infringed, the percentage penalty as provided in Appendix 3, Section 2 shall apply, OR the skipper and crew of the offending yacht shall present, prior to the deadline for filing a protest, a case of beer to the skipper and crew of the offended yacht (however offensive either may be).

April is shorthanded sailing month. April 6th is the **Singlehanded Sailing Society's** race to the Farallones, an event that will help answer the question: Do I really want to go to sea alone? Tony Smith is in

GOLDEN GATE - CONT'D

Dick Daly, StFYC; 3) Resolute J, Peter Bennett, RYC. **Series Results:** 1) Salsa; 2) Jawbreaker; 3) Resolute J.

Catalina 27 — 1) Catalyst, Edward Durbin, RYC; 2) Latin Lass, Bill Chapman, CSC; 3) Freyja, Ray Nelson, RYC. **Series Results:** 1) Catalyst; 2) Freyja; 3) Double Espresso, Alex Fisenko, BYC.

Knarr — 1) Peer Gynt, Kjell Skaar, CYC; 2) St. Bertram II, Gunnar Andersen, StFYC; 3) Gannet, Bob Thalman, CYC. **Series Results:** 1) Peer Gynt; 2) Gannet; 3) Benino, Charles Osborne, StFYC.

Santana 22 — 1) Dupper, Joseph Schmidt, SJSC; 2) Inshallah, Shirley Bates, SYC; 3) Wile E. Coyote, Joseph Sheehy, GGYC. **Series Results:** 1) Gusty, M. Bykoff/B. Sandkulla, RYC; 2) Inshallah; 3) Dupper.

PHRF III — 1) Sparrowhawk, Moore 24, Roger Heath, SCS; 2) Surprise (protest), Hunter 34, John Rollen, PYC; 3) Rainbow, Ericson 35, Craig Brown, SYC. **Series Results:** 1) Surprise; 2) Bad Bunny, Wylie Wabbit, Colin Moore, RVYC; 3) Sparrowhawk.

PHRF IV — 1) Wahope II, Newport 30, Walt Wilson, SFYC; 2) Chorus, Kettenburg 38, Peter English, StFYC; 3) Roquefort, Newport 30, Bob Marshall, SFYC. **Series Results:** 1) Predator, Hawkfarm, Linda Weber-Rettie, IYC; 2) Magic Jammies, Wavelength, C. Witcher/N. Rau, RYC; 3) Wahope II.

PHRF V — 1) Confusion, Yamaha 24, Ron Stout, RYC; 2) Impossible, Ranger 23, G. Kneeland/J. Newberry, SYC; 3) Suzi, Davidson T/4, Pamela Eldridge et al, BBYC. **Series Results:** 1) Confusion; 2) Sheets, Sprinta Sport, Tony Soter, CSC; 3) Twisted, Ranger 23, Don Wieneke, SYC.

Ranger 26 — 1) Mariner; 2) Windfall, Ranger 26, Roy Kinney, PYC. **Series Results:** 1) Mariner; 2) Windfall; 3) Consultation, Grover Sams, IYC.

PHRF VI — 1) Cibola, Coronado 25, Patrick Broderick, IYC; 2) Irish Lady, Columbia 26 II, Denis Mahoney, OYC; 3) Born Free, Ericson 23, William Ceraglioni, GGYC. **Series Results:** 1) Cibola; 2) Irish Lady; 3) Osprey, Challenger, Jim Adams, SCC.

PHRF NS — 1) No Name, Columbia 30, Bruce McHugh. **Series Results:** 1) No Name; 2) St. Brendan, Pearson 323, Paul London, GGYC; 3) Kestrel, Folkboat, David Boyd.

charge and he can be reached at 454-2312. Just one week later, on April 13th, you can take your best buddy along on the **Bay Area Multihull Association's** doublehanded race to the Farallones. Don Sandstrom will be happy to tell you more about it at 339-1352. And then there's the **Doublehanded Lightship** race on April 27th. Part of the proceeds from this event go to charity. Paul Mazza will explain at 769-8257.

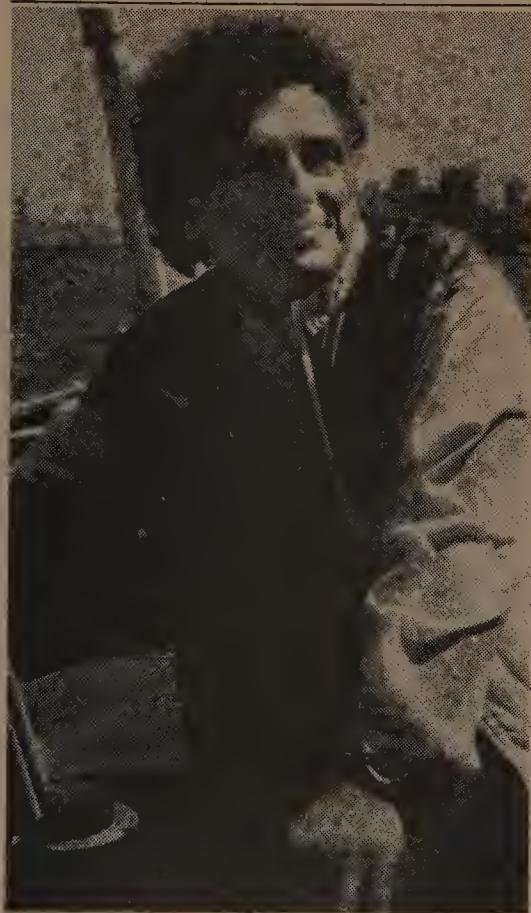
Speaking of shorthanded sailing, Hank Dekker, who is blind, says he plans on winning the 1986 solo **TransPac**. Before you chuckle, you should know that Hank has already sailed alone from San Francisco to Honolulu. In 1983 it took him 23 days in his 25-ft sloop *Dark Star*. Currently he's researching the best boat for him to take on the race, not with the idea of just finishing, but winning. Pretty gutsy stuff. You can talk to Hank by calling (415) 431-1481.

THE RACING SHEET

JONATHON LIVINGSTON

With the racing season blooming quickly, you'll need a new edition of the rules governing the sport. Every four years the **International Yacht Racing Union** (IYRU) revises the rules and the newest version goes into effect April 1st. Members of the **U.S. Yacht Racing Union** get one as part of their annual dues. Others can get a copy for \$5 sent to USYRU, Box 209, Newport, R.I. 02840. Bulk orders of 50 or more copies sell for \$4 each.

One interesting new event this year is the April 13th **Ski Day and Luau** at South Lake Tahoe's Echo Summit area followed by a Frostbite Series race day on the lake. There will be ski races for skippers, women, yacht clubs, and magazines, as well as Hawaiian



Hank Dekker, blind but determined.



Official mascot of the Big Daddy regatta — Slezze Dog.

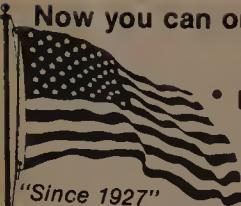
shirt contests, hog calling and even a Mr. Roberts Palm Throwing contest. Call Judi McCallum at (916) 544-5412 for information.

Meanwhile, back on the Bay, the **Rhodes 19** fleet is offering a special trophy for the first finisher in Small Yacht Racing Association races who doesn't use a spinnaker. Realizing that for some racers, the kite evokes terror, panic, strain, and even horror, the fleet members decided to reward those who don't fly the extra sail as well as

those who do. In either case, they want as many people as possible to sign up for the upcoming season. Write to Edna Robinson, Box 487, San Leandro, CA 94577 for full details.

And for anyone planning a trip to Australia to see the 1987 **America's Cup**, don't put off making reservations any longer. Marilynn Hutt, owner of Sausalito Travel, says they're already booking a variety of tour packages and that accommodations in Perth and Freemantle, the site of the Cup races, are very limited. Some private homes will also be available, but obviously the choicest spots will go to those who sign up early.

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CHANGES

With reports this month from **Whisper** in Bahia Navidad; **Grace** in the Hawaiian Islands; **South Beach Marina** in Newport, Oregon; **Tara** in La Paz; **Sea Dreamer** in Brookings, Oregon; a **Peterson 44** in Bora Bora; **Antipodiste** in Yelapa; **Rhiannon** in Portland; **Mizpah** in La Cruz; and, all the **cruise notes**.



Whisper — Cal 40 **Suzan and Jim Austin** **Ship's cat: Daisy Bob** **Bahia Navidad** **(Marina del Rey)**

The smartest move of the trip was to come directly to Manzanillo from Cabo San Lucas. The sun is not too strong but my the water is warm. By the time we get to La Paz in April the icebergs will be gone from the Sea of Cortez.

The night we pulled into Manzanillo, Jim broke off a tooth in a piece of my pizza. I'm not sure what this says about my cooking, but it couldn't have happened in a better



'Phil' at Los Pelicanos in Melaque.

spot. We found an excellent dentist and delightful friend in Dr. Oyl Arizmendi O., 518 Avenida Mexico, Tel 2-10-49.

Now we are in Bahia Navidad and though it's only 15 miles from Manzanillo, when we pulled in it seemed a world away. But thanks to a lady named Phil who runs Los Pelicanos restaurant in Melaque, yates who come here have a home away from home. She is an excellent cook and provides reasonably priced

meals. (Be sure you ask her to make you a meatball sandwich!) She has helped us get laundry done, find hard-to-find items, changed money, loaned out her car in an emergency, has taken orders for meat and poultry (which I have really appreciated after trying to "decipher" the cuts of meat in the market), and in general will try to help you solve any problem you have. Phil has just (yesterday) installed a VHF radio, supplied by Tim and Tina on *Paramour* and installed by Dick on the schooner *California*. She is monitoring Channel 68.

— the Austins (2/20/85)

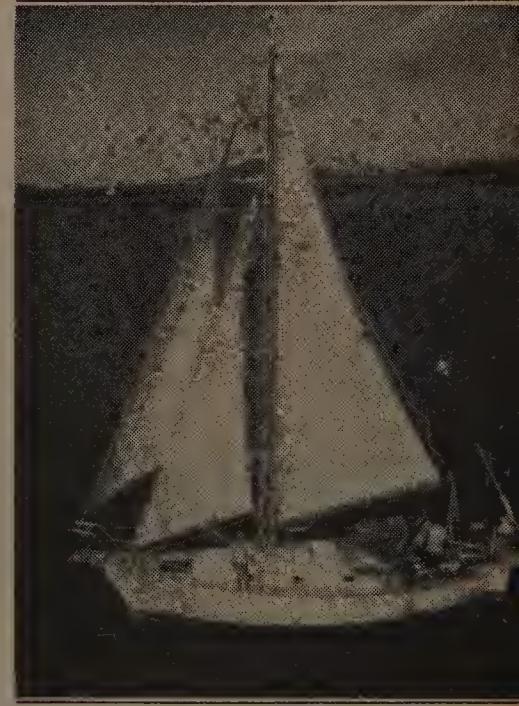
Susan and Jim — Last month Vibeke and Gino on CTO gave similar rave reviews for Los Pelicanos. Cruisers ought to put this one on their charts.

Grace — A 32-Ft Cutter **Sandy & Sharon Fonwit** **Honolulu, Hawaii**

"If you can sail the Hawaiian Islands, you can sail with confidence anywhere in the South Pacific." Acting upon this advice from friends, we purchased our 32-ft cutter, Grace, in May of 1983 and have spent the past two years in a shakedown cruise of the Hawaiian Islands. A good deal of the time has been spent working on the boat, but we have also sailed to all the islands and gained valuable cruising experience.

We were fortunate to begin our cruise in Kaneohe Bay on the windward side of Oahu. The coral reefs found throughout the Bay are well marked and once you adjust to that, sailing conditions are ideal. We spent many lovely afternoons anchored at the sandbar near Chinaman's Hat, snorkeling, swimming and having picnic lunches with friends. We spent 4th of July anchored there and watched the spectacular fireworks over Kailua.

The Kaneohe Bay YC is friendly to cruisers and you can stay there two weeks out of every year. During our first visit we rerigged the boat before setting out to sail the



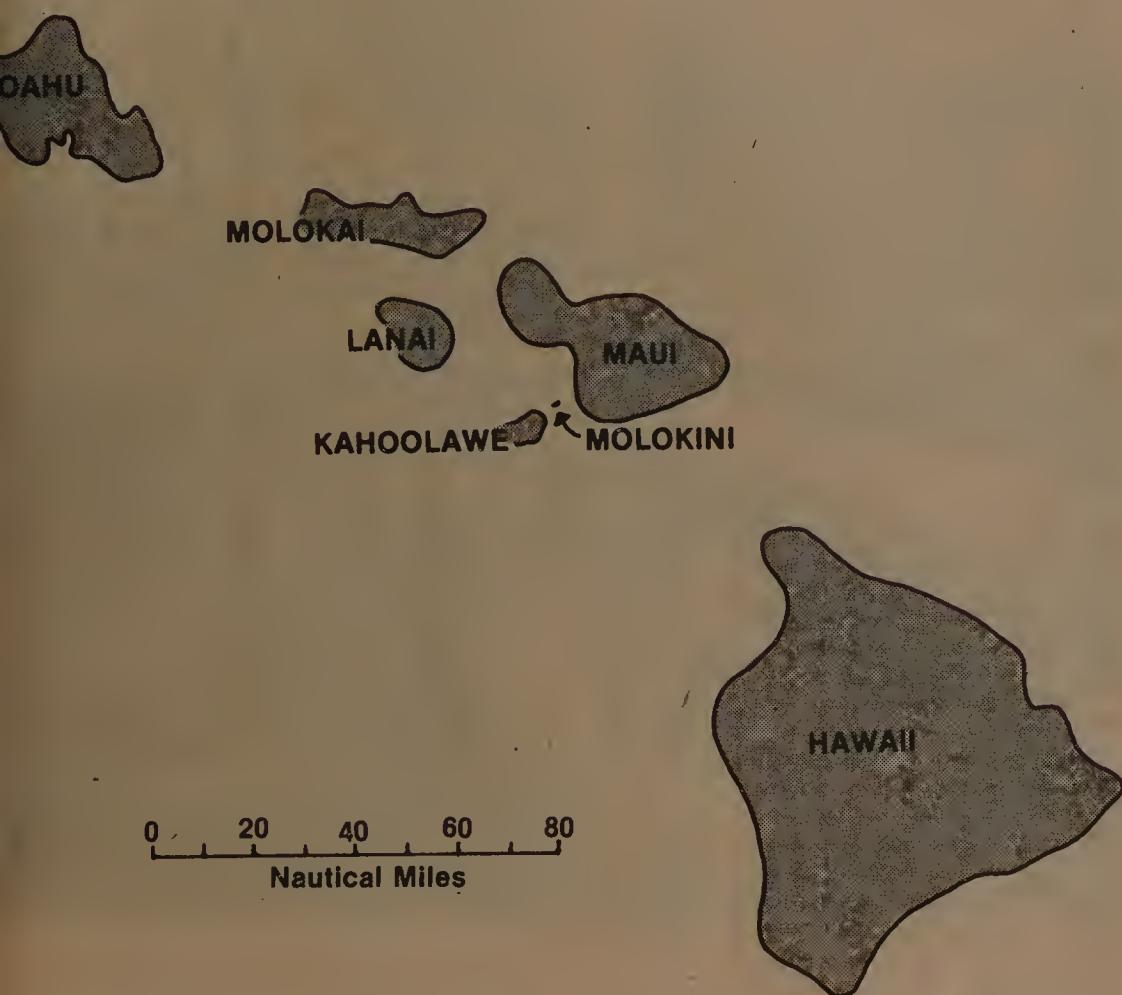
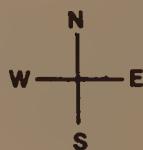
The big perspective on Hawaii, and (inset) 'Grace' at Kaneohe Bay.

"triangle" between Molokai, Lanai and Maui. Our first sail was a beat across the channel to Lono Harbor on the southwest tip of Molokai; the winds were unusually light and we had a smooth sail, motoring the last six miles when the wind died completely.

Lono is a small harbor occasionally used by barges to load gravel, and we were told by friends to anchor in the far eastern end where we would be safely out of the way. We were anchored by sunset, happy to find ourselves the only boat there with no barges in sight. However, the next morning we were awakened by the sound of a large truck dumping gravel off the cliff onto the loading area below.

After breakfast we swam ashore and walked up the cliff to where the trucks come to dump gravel. It was a hot, dry, dusty hike,

IN LATITUDES



but we took a nice photo of Grace at anchor in the harbor below with Lanai in the distance. A friend had told us that cold water showers could be found at an old Boy Scout camp a mile and a half up the beach, so we headed in that direction, examining life in the lava tidepools as we went. We found the abandoned camp, and after a swim in the ocean the freshwater showers felt great!

We set out for Lanai the next day, our destination being Manele Bay on the leeward side of Lanai. We estimated it would be a 4-5 hour sail, but we were wrong! It was a hard seven hour slog into the wind with occasional salt showers coming over the dodger. We tried out the storm jib with the staysail and double-reefed main, and it worked beautifully. But as it grew darker, we realized that we had made a mistake in not leaving earlier, and decided to head for Kaumalapau Harbor on the western end of Lanai, about 3-4 hours closer. We had a chart of the harbor,

and, being a place where pineapple barges load, we knew it would be well lit.

During this sail we began to appreciate what people mean when they say "if you can sail the Hawaiian Islands you can sail anywhere in the South Pacific". The high mountains on the islands create a funneling effect on the wind, accelerating it as it passes through the channels. By the time we arrived at Kaumalapau Harbor we were soaking wet, it was dark, and we were entering an unknown harbor. We also had a serious tear in our mainsail. Fortunately, a small tugboat came out to help us and showed us where to anchor out of the way of the barges. He said a big one was coming at 11:00 p.m. but I never heard it; I was sound asleep after the exhausting sail.

The next morning we woke to a gloriously sunny day and watched them load the pineapple barges as we ate breakfast. Then we pulled up the anchor and motored

around the western tip of Lanai to Manele Bay on the leeward side of the island. The ocean was completely flat and the wind calm; we couldn't believe the change from the previous day's 8-ft seas and 25 knot winds!

Manele Bay is one of our favorite places in the Hawaiian Islands, and we were fortunate to find a slip available on our first visit there. The small harbor is often so crowded you have to end tie onto the end of the dock. It's a popular place for large trimarans carrying tourists over from Lahaina for a few hours of snorkeling, but they are usually gone by 4:00 in the afternoon when all becomes quiet and peaceful.

Because Manele Bay is a marine preserve, which means no fish, coral, animal or mineral matter may be taken from the area, the snorkeling is superb. The beach at Manele Bay is a perfect curve of white sand ringed by palm trees. There are warm water showers (the pipes carrying the water are heated by the sun) and barbecue facilities.

After a week of snorkeling we were ready for some nightlife, so we motored over to Lahaina one afternoon. The ocean was as calm as a lake and it was quite hot; but the view of Lahaina, nestled below the steep green mountains and sugarcane fields of Maui, was spectacular.

The Lahaina roadstead was crowded with other boats so we motored around for an hour looking for a spot where we wouldn't risk swinging into a nearby boat during the night. At last we found one and Sandy let out the anchor. Then he put on his snorkel gear to see if it was holding. Alas, the anchor wouldn't dig in — the bottom is a mixture of sand and coral — so we had to pull it up and start all over again. We finally found a place with an all sand bottom in 60 feet of water and put out two bow anchors. By now it was dinnertime, so we took sunshowers, dressed up, and took our dinghy into the pier. We returned later that evening to find the boat rolling heavily, and spent a hot, muggy, rolly night, pestered by mosquitoes.

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Deciding no amount of cold beer was worth another night like that, we pulled up the anchor and motored up toward Kaanapali and Honolua Bay on the northeast coast of Maui. Coming around from Lahaina, away from the leeward side of the island, the temperature and insects subsided. Honolua is a beautiful little bay — also a marine preserve with interesting coral formations. We spent several pleasant lazy days there, snorkeling and beachcombing. The mild weather seemed to be holding, so we decided to sail to La Perouse Bay on the southeast corner of Maui. La Perouse Bay is the natural jumping off point for Hawaii and we wanted to visit the Big Island.

The bay lies in the shadow of majestic Mount Haleakala on east Maui, which rises 10,023 feet above the ocean. It's the third highest volcano in Hawaii. The northwestern portion of La Perouse is yet another marine preserve, so it is best to anchor close to the cliffs on the southeastern shore. The water was so clear we had no trouble seeing the sandy spots between the coral, and by sunset were safely anchored.

The next morning we were dismayed to hear that the trades had increased to 25-30 knots, so we decided to put off going to the Big Island for a while and visit the tiny island of Molokini instead. Molokini lies westward from La Perouse and is best visited early in the morning before the winds come up. This crescent-shaped island is actually the top of a volcano with its western rim blown out, and you can anchor within the crater and enjoy the outstanding diving and snorkeling.

We were surprised to find four tour boats and battalions of snorkelers in the water when we arrived around 10:00 a.m. Although it was somewhat of a letdown, as we imagined this to be an exotic, seldom visited spot, it was also reassuring because the cruising guide had mentioned sharks in the vicinity. Once in the water we could see why it was so popular — it was the best snorkeling in the islands we had found so far. Somewhat disconcerting, however, was



Sailing 'island style' includes life at the Texaco dock.

the presence of unexploded and expended bombs littering the bottom, including a 500-lb bomb 15 feet from our anchor. Apparently, the island was used as a target by the military at one time, although they now confine their target practice to the island of Kahoolawe.

More next month.

— sandy and sharon fontwit (2/28/85)

Going North This Summer?

Try Newport — Oregon, that is.

It's a tough slog sailing to the Pacific Northwest in the summertime from San Francisco. Of course it's easier than in the winter, when it basically just isn't done.

If you're planning on heading that way, the folks at South Beach Marina in Newport, Oregon would sure like you to stop by. The situation is that they've recently taken over

ownership of the place and are eager to make new friends.

In the brochure they've sent out, they make some good arguments for making their marina a stop on your itinerary. For example, did you know that Newport is halfway between San Francisco and Seattle? We sure didn't. Nor did we know that Newport "boasts such attractions as the world-famous Undersea Gardens, the Oregon State Marine Science Center, and is the original home of Mo's Chowder".

Of greater concern to the sailor are the facts that it's well sheltered in Yaquina Bay, that the Newport bar conditions are excellent year round, and that the harbor is just a half mile from the ocean.

South Beach Marina has 600 slips ranging in size from 24 to 80 feet. A 40-ft boat can snag a berth here for \$172 a month, \$74 a week, or \$10 a night. Near the berths are restaurants, delis, laundromats, grocery stores, a Hilton hotel — everything the cruiser needs.

And hey, if you're on a short budget,



TIM STAPLETON

remember that Newport is famous for crabs, mussels, clams, and cockles.

It looks like fun, so if you're going north, you might want to check it out.

— latitude 38

Tara of New Zealand Darryl Thomas La Paz (New Zealand)

Rarely does anyone mention the trip from Cabo San Lucas up to La Paz, so I'm going to do some filling in.

The further north one goes, the windier it becomes. It's similar to Windy Lane near the Channel Islands in Southern California. I stopped for a week at an unmarked cove between San Jose del Cabo and Los Frailes. There I learned the afternoon wind picks up and that a good blow lasts about three days. It was a delightful spot to anchor, there were no other boats around, just some campers on the beach. The fishermen would come by

to get oysters from the rocks.

My crew and I finally upped anchor and set sail for Los Frailes. By the time we got there, it was blowing knots. The wind wasn't so much the problem as the short steep seas that had stacked up close together. On the radio I'd heard that a number of boats had pulled into Los Frailes to get out of the uncomfortable weather.

We spent the next day drying out and straightening up the boat. A few days later we headed north again, this time for the popular anchorage at Ensenada de Los Muertos. Now that the three days of strong headwinds had passed, the weather was beautiful on the 45-mile sail. We ended up dropping the anchor at 0100 using a spotlight. The next day was my crew's anniversary, so we celebrated with newly made friends on shore.

While at Muertos some campers took us up to a town called Los Planes (sp?). There you give a farmer your order and he goes out and picks it from the ground! Eventually we sat out another three day norther at Muertos. The winds would kick up moisture into a marine layer and we could judge the windspeed by the visibility of Isla Cerralvo to the north. If you couldn't see it, it was blowing hard.

We left Muertos at 0430, expecting the worst but getting the best. Our trip up the Cerralvo Channel was a breeze. At times we tacked the boat so close to shore that we could see the rocks and the sand beneath us. Our final tack lasted all afternoon, as we rounded the top of the peninsula and started sailing south down the channel toward La Paz. The view was unreal; it resembles Tahiti except there are cacti where the coconut trees should be. The city of La Paz looms in the horizon and the Gran Baja Hotel is the most prominent landmark.

The guides warn against entering La Paz at night, but I had a phone deadline to meet. So we forged ahead. We found the entrance simple to figure out, and all the buoys were in place. That night was calm and peaceful

anchored off the La Paz waterfront main street. It reminded me of Avalon in the evening. Tomorrow is the start of Carnival, so we're getting ready for that.

Here's a list of some of the many boats we saw in Cabo: Barca, Orca, Nautical Dreamer, Hansel, Stone Witch (later reported sunk), Freedom V, Hornpiper, Etesian, Whisper, Liberty, Black Monk, Pegala II, Bellatrix, Krakatoa, Shaman, Rebecca, Mopani, Golden Fleece, Darlin Ann, Dancer, Spanish Dancer, Flop Sea, Wicaninnish, Inalla, Penelope, Antipodiste, Dorothy Mae, Serenity, Yahudi, and many others.

Here's who was in La Paz: Trepan, Dawn's Light, Liberty, Taleisin, Laura, Kon-tika, Shenanigan, Drifters, Shogun, Sun-



You learn the value of things in Mexico. Bo in the buff, for example, got us an entire halibut.

dance, Tzinquan, Kyote, Casino, Finale, Zubenubi, Beyond, Diana, Yeoman, Ruth, Lizard of Woz, Andra, Mistral, Black Magic, Phoenix, Popeye, Hay Chiuahua, Evenstar, Pink Mara Maru (with Yuki from Japan, the one who was dragged behind his boat until it hit a rock), Haven, Harmony, Happi Ours, Elan, Java, Freya II, Contrary to Ordinary, Genesis, Tamaru, Delphene, and many

CHANGES

many more.

See you at Sea of Cortez Race Week!
— darryl of tara (3/5/85)

**Sea Dreamer Inn
Bed, Berth & Breakfast
Brookings, Oregon
(Lake Tahoe)**

Just an update to say that we are opening this month in time for the Beachcombers Festival, one of the really big events here in Southern Oregon. The view of the Pacific Ocean is magnificent. We lie on a gentle slope about one half mile back and 150 feet above the ocean. Between us and the sea are acres of lily fields — yes, beautiful Easter lilies.

Sea Dreamer? She is moored not far away in the Port of Brookings, the easiest bar on the whole Pacific Coast. Fishing? Absolutely! Steelhead are running in the Chetco and Winchuck rivers, right here in river city.

— bob blair (3/1/85)

Bob — Alright, which is it? You say the bar at Brookings is the best on the whole Pacific Coast while the folks at South Coast Marina say the Newport bar is the best. It's got to be one or the other, it can't be both.

Charterboat — Peterson 44

**Cindy Peterson
Bora Bora
(Sacramento)**

I wanted to share with you a delightful experience we had in Bora Bora last month. We sailed in from Raiatea in a chartered Peterson 44, and were invited to tie up to a mooring can in front of the Oa Oa Hotel. Having settled in and had the requisite rum punch(es) with good friends Mary Fran and Dick from Bay Area yacht, *Elan*, we went ashore to make our arrangements and pay the tab to tie up there for a few days. With open-armed Bora Bora hospitality we were invited by the hotel's manager to stay as long



Nearing completion, the La Paz YC and NAO Yachts headquarters.

as we liked, no charge, and help ourselves to the hotel's showers any time we felt the need, and, "Oh, by the way, we'll just run a tab for you at the bar until you get ready to leave." They didn't even ask our names, much less for a credit card!

If any of Dick and Mary Fran's friends are reading this, after nearly a year in French Polynesia aboard *Elan* they say they would like to stay much longer — they have had a marvelous time there! And I surely concur in recommending French Polynesia as a cruising area!

— cindy valentine (3/11/85)

**Antipodiste — Farr 30
Chuck Warren & Johanna Gallo
Yelapa
(San Francisco)**

Here we are in Bahia de Banderas, specifically Yelapa, delivered about three weeks ago by the Sea of Cortez Northeast

Express, while on our way to Mazatlan. As I swam around in the lee side of the cockpit the second time, I decided I had a greater desire to see sunny Puerto Vallarta than I had to try and continue to Mazatlan.

This is my second time in Yelapa. The shelf is steep, narrow and rocky, making for bad holding, especially in the afternoon with a bit of surge and a seabreeze. Still, it's a beautiful, tropical place, and it was worth all the anchoring hassles, of which there are many.

The beach restaurants are open in the middle of the day and serve good seafood if you haven't caught any yourself. The water is quite clear, and you can watch the fish swim by. Bait fish swarm here also, breaking the surface when the big fish chase them, only to have birds try to get them from the air. Right now the moon is rising over the mountains, which are wooded with palms and rosewood trees.

A week or so ago we were over in La Cruz de Huanacaxtle (Juanacosta). The anchorage is great: flat hard sand in 10-15 ft



LATITUDE 38

(San Diego to Cabo)

When Sean and Peter untied the dock lines at the fuel dock in San Diego, my heart skipped a beat. We were off. No more delays. No more shopping. No more planning. This was it. My first adventure cruising to Mexico had started.

We expected to be at sea for 8-10 days. I was a little nervous, wondering at the last minute, if I had made the right choice. I could have flown down to Cabo and met the boat there. Not being a very experienced sailor and a first-time cruiser, I was honestly not sure that I was looking forward to spending possibly 10 days on a 27-foot sailboat out in the middle of nowhere. But here I was.

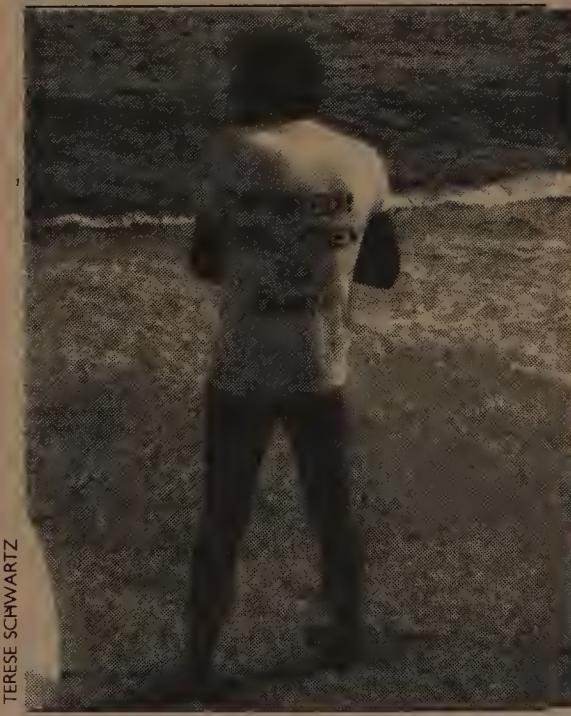
We planned to go straight through without stopping except for clearing with the Port Captain and Immigration in Ensenada. We reached Ensenada after dark which was a mistake, because in Mexico you can't rely on the lights working or even being where they're supposed to be. But we used our spotlight and we were able to make our way in and anchor easily.

In the morning we were surprised how easy it was doing the paperwork. The hardest part was having to make five copies of all the forms. We only got hustled by one person, and that was by an American boat owner who must have run out of cash in Ensenada months ago. He wanted a one dollar fee to tie our dinghy at the dock. He said he was collecting for the Mexican kid who was out of town. The Mexican Harbor Patrol came and chased him away.

The first days were sunny with only a light breeze. We motored most of the time. The nights were dark and long, but the stars were brilliant and the moon waxing. Sean would point out new stars to us as he learned them. Sean had never been on an overnight cruise before this trip even though he was an accomplished sailor. He loved every minute of it. Even waking up for his watch at 3:00 a.m., he'd have a smile on his face. "This sure beats sitting at home watching TV," he

would say.

Sean and Peter rotated 3-4 hour shifts through the night. Since I "manned" the galley (and bribed the Captain), I was only responsible for one three-hour watch at dawn. During the day, when it was calm, we were casual. But then things quickly changed. Suddenly the wind kicked up and seas started to build. The sun was still shining bright and there was not a cloud in the sky. Sean was awakened quickly, as it was time to make a sail change and double reef the main. Now the winds were howling, 45-50 knots and gusting! We heaved to for awhile, but got backwinded. The captain decided to run with the wind.



TERESE SCHWARTZ

Sign of the times in Cabo San Lucas.

The swells were now 12-15 feet and I was scared. Sean and Peter were tense, but in control. The boat was handling well, a Vancouver 27, she was built for rough weather. (I wasn't.) I stayed down below and kept watching the clock because Peter had told

water. There is minimal surge and protection from most normal winds, good water is piped to the street above the beach. There are a few *tiendas* for some supplies. The restaurants in town are the Miramar, and Caballo Verde. Birch, the owner of Caballo Verde is friendly and helpful. He also is starting a burgee collection. La Cruz is a great place to work on your boat, and the water is clean.

P.S. I am enclosing a polaroid of the assault catamaran I first saw in *Latitude 38*, taken at P.V.

— chuck & johanna (3/7/85)

Chuck & Johanna — It's a real shame that the polaroids did not come out. From what we can tell, that military vessel looks like it was bloody designed from the famous "assault catamaran" drawing. It's hilarious!

Yehudi — Vancouver 27
Peter McDonald (Vancouver)
Sean Downs (San Diego)
Terese Schwartz (Sausalito)

CHANGES

me that these Mexican gales were of short duration. It was 8:00 a.m., then 8:12, then 8:20 . . .

For the next 3 hours and 22 minutes we were pitching and rolling and bobbing. The swells bashed us on the beam, sometimes breaking into the cockpit. I started to pray. But when Peter asked for his camera I decided that maybe we weren't going to die. Plus I heard Sean whistling in the cockpit, another sign of hope. Sean is a Southern California surfer and he thought the huge waves were great. I thought the men were crazy to be enjoying this, but I was glad they were at the helm.

When the peak of the gale subsided, we were left with 5-6 foot swells and 20-25 knot winds. It seemed so calm by comparison. We hadn't broken or lost anything. The only things that got wet were Peter and Sean in the cockpit, and my boot, when chicken soup spilled off the counter. It took two additional days to fully recover the lost sleep and nutrition, and get back on course, but we survived.

The remaining three days of our voyage were calm (finally). We motored along, taking photographs, washing, shaving and shampooing. I once thought that I would die if I didn't shower every day, but here I was, over one week without a shower. The guys shampooed their hair on deck with salt water, but it was too cold for me to get my long hair wet. We had a sun shower but our water never got more than lukewarm.

I also thought that after ten days at sea I would go stir crazy with cabin fever. On the contrary, the last two days were the most pleasant. We were relaxed, it was warmer, the water was clearer, and we had plenty of food left. We knew we were within 24 hours of Cabo, but if the captain had told us it would be another two days, I wouldn't have minded at all. We listened to Santana and the Allman Brothers by day, and B.B. King at night.

I was surprised how quickly time passed. There was no time to get bored, and even lit-

tle time to read anything but charts and logs. The daily routine was not difficult, but it took up most of the available time.

On the 11th day our passage ended in Cabo San Lucas. We sailed into the outer harbor with one apple, one rutabaga, seven onions and a dozen potatoes. We felt great. We had done it. It was time for a *cervesa* and a toast for our passage completed.

I returned from Cabo in February because my vacation time was over. But the *Yehudi*, with Peter and Sean, will be sailing to the South Pacific right after Sea of Cortez Race Week. I wish them both and all the other great cruisers I met in Mexico *Bon Voyage*.

— terese schwartz

Pericus — Offshore 47

John Williamson et al
Sandy Hook, New York
(Saratoga)

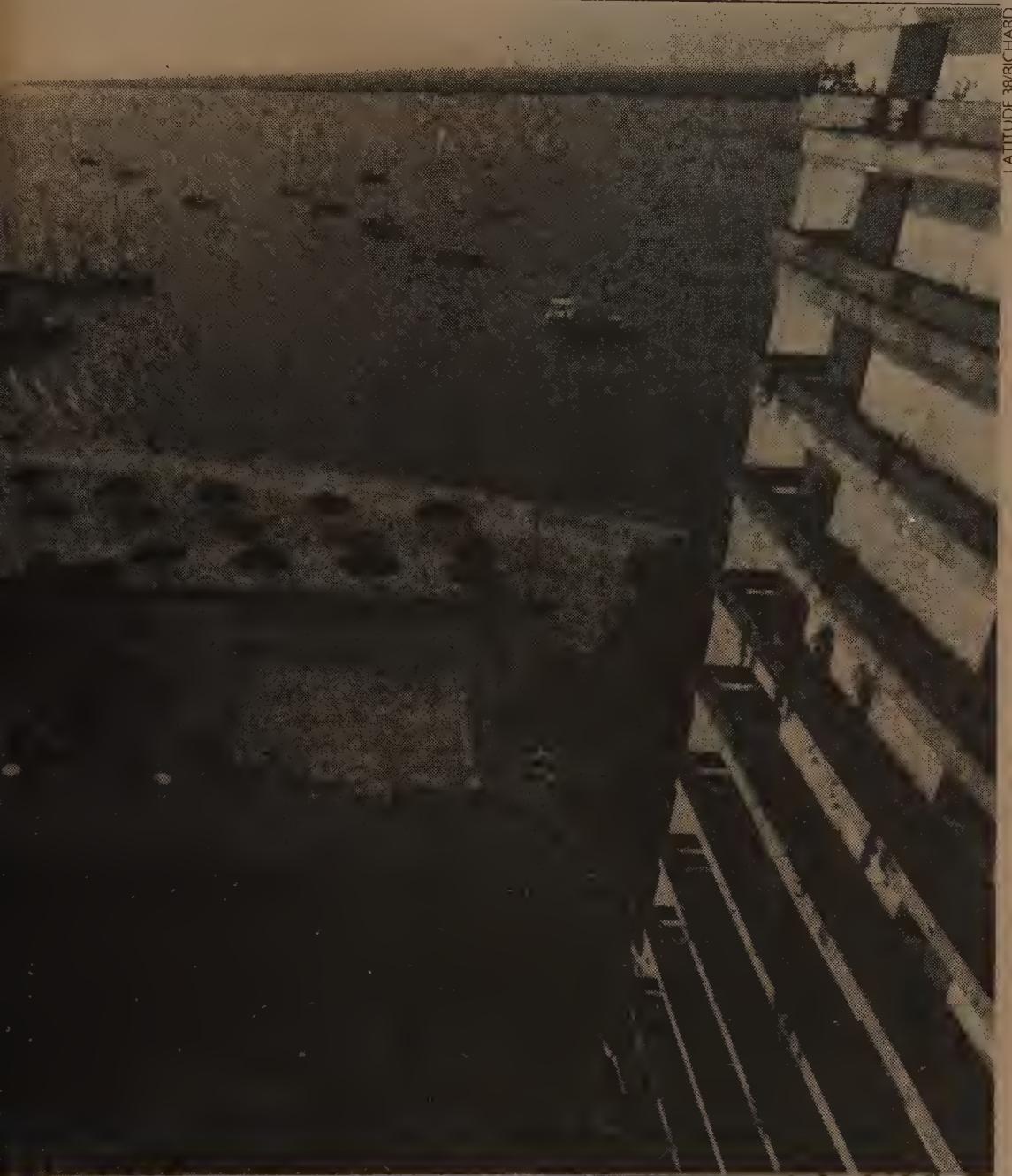
[Editor's Note: This is a continuation of several previous reports by "Mr. Mexico" on his voyage from San Francisco to the great Lakes to the East Coast to the Caribbean to Texas and back to the United States. This report is slightly outdated, but as they say of overdue ships returning to port, better late than never.]

Catching the ebb tide we set a course for Sandy Hook and points south. We all found the sight of the Statue of Liberty under reconstruction a moving experience, and the Eastman Kodak Company enjoyed a most profitable day as the shutter bugs on board clicked away for the better part of an hour. After passing the famous Sandy Hook light, we set a course along the New Jersey shore for the fishing inlet of Manasquan. After a most pleasant trip down the coast we arrived in Manasquan in the middle of the afternoon. The crew was ready for a big night ashore and a seafood feast which we had been led to believe could be found in two of the better known restaurants in town. Alas, this was not to be. It seems we had chosen the middle of the famous Manasquan "tuna



tournament" for our arrival. There was not a single space to tie up, and the only anchorage available had five feet of water. Needless to say, with *Pericus* drawing 6'7", we decided to continue south to Atlantic City with an anticipated arrival time of 0100. The harbor channel was worse than the ocean as we were departing with a 30 knot southerly in the midst of the return of all of the sport-fishermen whose courtesy to fellow boaters did not begin until they reached the nearest bar.

By this time the wind had shifted to the south and we beat along the shore to Atlantic City. The old Victorian cottages lining the shore were a picturesque sight, but the beaches were barren as Labor Day had come and gone. Around 0100 we picked up the harbor entrance of Atlantic City, but it looked a trifle tricky and we decided to continue on to Cape May, which is at the tip of



LATITUDE 38/RICHARD

An aerial view of the Gran Baja Marina in La Paz from the 8th floor of the Hotel Gran Baja.

the state of New Jersey and also is the southernmost point of Delaware Bay. The voyage from City Island, New York, to Cape May, New Jersey, 152 miles, was made without the luxury of a night in port.

Cape May has a rather shallow harbor and one must navigate with great caution to avoid sanding the bottom of their boat. It is a long channel and in the last half mile or so depths are between 6½ and 7 feet. But it is a wonderful place to stop as the old Victorian cottages are more than worth viewing and there are a number of superb seafood restaurants to choose from. We also found one of the cleanest showers that we have experienced anywhere on our trip.

We would have liked to have gone through the Cape May canal to enter

Delaware Bay, but the fixed bridge is just 40 feet, which obviously prevented the use of this shortcut. Therefore, we were forced to go around the outside of Cape May to enter Delaware Bay, and because of the shallow sandbars off the beach, we had to go eight miles offshore before heading northeast up Delaware Bay.

Delaware Bay is shallow, and if one is inclined to have to tack, great caution must be exercised to remain within the designated channel. The Chesapeake-Delaware Canal is in continuous use by commercial traffic and it is somewhat tricky keeping out of the way of large freighters in the dark, as the freighters give one the impression they could possibly be bridges.

Arriving at Chesapeake City, which is the midpoint of the canal, at 8:30 in the evening, we tied up at a dock provided by a local restaurant. The docking facilities were more

than adequate with water and power furnished and a general store available for our convenience. However, the prices in the restaurant were such that the docks could be rebuilt every year from the profits and the restaurant would still continue to flourish. We probably would have been better off to anchor in the cove across from Chesapeake City.

Our next report will be on our travels through Chesapeake Bay as well as a restaurant review of Annapolis and the Annapolis Boat Show.

— mr. mexico

Rhiannon — Islander 28

Randy & Mary

Fifty-five to weather

What sails downwind to Mexico must beat back up to the States — unless, of course, one continues on to the South Pacific and the rest of the way around the world. Regrettably most sailors have neither the time or money for this possibility. Although Randy and Mary Ducharme were not the first, they were one of the more recent couples to figure out the way around this beat-your-way-home game.

Originally sailing out of the state of Washington, Mary and Randy spent the 1983-84 season in Baja. But when June of last year rolled around, they decided it would be grand if they could trailer their Islander 28 home from San Carlos rather than sail it. As Mary puts it, "I sailed around Cape Mendocino once and I don't really want to do it again". Especially not against the wind and the current.

Here's how they avoided it. Randy went to Portland and rented a trailer designed for a 32-ft boat. It cost him \$150 a week. He didn't tell the owners he was taking it to Mexico and back, but then they didn't ask.

It was at the border that the project ran into the first of its problems. The Mexican authorities, wanting to protect Mexican jobs, wanted to know what a U.S. commercial

CHANGES

trailer was doing crossing the border into Mexico. If it was going to pick up a boat and trailer it back to the U.S., that would be fine, but where were the boat papers? They were, of course, on the boat in San Carlos.

By this time Randy has spent enough time in Mexico to learn how to get things done with the bureaucracy. So he stood around, shot the breeze, lingered, and generally frittered away a couple of hours. By this time the authorities recognized him as not being an arrogant or pushy gringo but a friend, and they let him proceed on his way.

With the trailer in San Carlos, the first job was to remove the boat's mast. There is no crane in San Carlos, but Rhianon was simply rafted to a 52-ft boat whose halyard and mast were used as a crane. No sweat.

Getting the boat onto the trailer was also easy, but getting the trailer out of the water with the boat on it was a problem. The difficulty was that the cement launching ramp was cracked right where the trailer tire rested. The one ton Chevy truck that would eventually pull the boat all the way to Washington didn't have the juice to make it the first 6 inches over the crack. After a couple of double scotches and a couple of hours of head-scratching, it was decided to attach the boatyard's tractor to the Chevy truck. Together the two power plants were able to do the job.

Incidentally, Mary reports that trailerable sailboats go in and out at San Carlos all the time. While getting their boat out they even saw a full keel Islander 32 being dropped into the water.

Now that they had their boat out, the question arose as to whether they should check out with the Port Captain and Immigration. Since what they were doing was highly unusual, they decided what the officials did not know would not hurt them. So they simply drove off.

The road from San Carlos to the U.S. border is a narrow two-lane affair, but it was sufficiently wide for the cumbersome load. Permits for the wide load were required in the



Artist Arlo Nish.

U.S., but proved to be easy to obtain and inexpensive. Only California required that the permit process be done in advance. The wide load regulations were pretty simple; basically drive during daylight hours and on weekdays.

Rhianon made it back to the Pacific Northwest with no more damage than a couple of dents in her keel. The whole project, including the trailer and insurance, costs less than \$1,000. Mary and Randy both thought it was worth it, and they didn't miss Cape Mendocino at all.

We don't know if trailering boats back from Baja is going to become popular, but we've recently received word that Craig Jungers has bought a 1965 Ford cabover tractor and plans to haul his 19,500-lb Westsail 32, Kibitka, back to Everett, Washington. This is a far cry from an Islander 28, so we're eager to hear how this one turns out.

— latitude 38

Mizpah — Horstman Tri James & Pamela Dixon Cruz de Huanacaxtle (Long Beach)

We have been cruising in Mexico for the past five months aboard our 41-ft Horstman trimaran, Mizpah.

Ten miles west of Puerto Vallarta is a lovely harbor which we are certain other cruisers would enjoy. The charts call it La Cruz de Juanacosta, but the real name is Cruz de Huanacaxtle. This small, protected harbor has a breakwater and good holding ground.

We've seen up to 21 yachts comfortably anchored here.

The town has some supplies, fresh eggs, fruits and vegetables, dairy products, a tortilla factory, soda and beer, and fresh bread. Good drinking water is available from a tap on the beach and it is even possible to have your laundry done by a local *senora*, Ophelia. As with all the little towns we've visited in Mexico, the selection of goods available varies from day to day.

The thing that makes Cruz de Huanacaxtle unique is the *Caballo Verde*, the Green Horse restaurant, and the family that lives adjacent to and manages the restaurant operation.

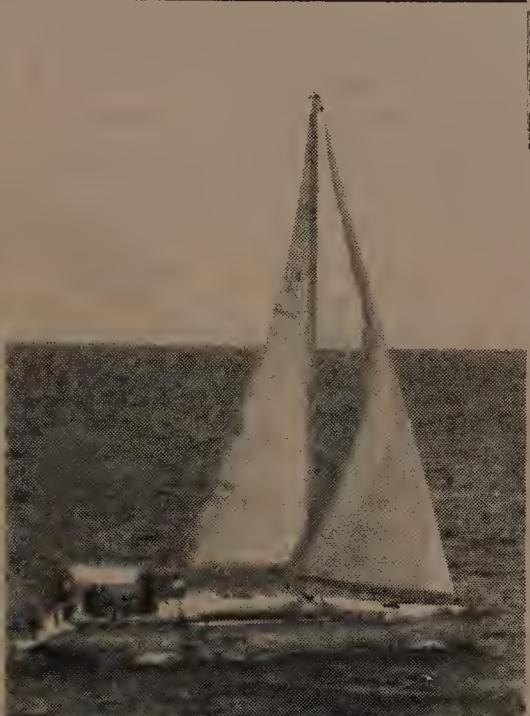
Birch Davis, his wife Crystabel, and son Birchie arrived at Huanacaxtle from Colorado. The youngest member of the family, 18-month old Joseph, was born in Mexico. They are very friendly to yachties and enjoy visiting both at the Green Horse and aboard yachts in the harbor.

Birch has created an oasis for yachties in this little Mexican village. The decor of the Green Horse is a charming mix of elegance and local color. The open air restaurant has a palm frond roof and is surrounded by banana trees and flowers.

The menu includes various seafoods, chicken and cocktails, all at reasonable prices. Lunch and dinner are served Tuesday-Sunday, 11:00 a.m. to 7:00 p.m. However, we've never been rushed or asked to leave so they could close.

Birch really extends himself to accommodate yachties. He is interested in making visitors welcome and comfortable. Bank rates are given on both the U.S. and Canadian dollar. Birch can aid in getting boat parts from the states and will receive and hold mail for cruisers sent c/o Birch Davis, Bucerias, Nayarit, Mexico.

Birch drives into Puerto Vallarta most mornings and is happy to give yachties a ride into the city. He knows the best places to find just about anything, and has even brought supplies back from Puerto Vallarta for us



PETE HENDRICKS

The Hunter 54, 'Camelot' is for charter on the Big Island.

"that the anchorage will become hopelessly overcrowded". The Brown's are probably right, because free showers, free washing machines, free rides to town, VHF monitoring and a mail drop service are just about all that's necessary to make cruisers drop their hooks for good. That's high living. What the Brown's don't add is that La Cruz is perfectly situated on Banderas Bay for taking advantage of the afternoon breezes, probably the most consistent in all of Mexico.

We're beating our heads against the bulkhead because we've learned that Arlo Nish has taken his new 65-ft cruising yawl, **Saga**, designed by Tom Wylie, on a shakedown cruise to Hawaii. We're mad because we've seen the boat sailing around the Bay several times since its launch last September 5, and wanted to do a big feature on it. Now there's nothing we can do but wait until Arlo and the boat get back. But wait we will, since knowledgeable sources have raved about the quality of this owner-completed boat. One respected marine surveyor had this to say of Nish: "He's an artist." Nish, who sailed around the world on a 60-ft Rhodes with his wife, Marge, and their three children, plans to have **Saga** in Perth for the America's Cup showdown. That will be just one stop in his planned ten to 15 year visit in the Pacific.

Those of you who remember our article last year on Ventura and Oxnard Harbors might recall the warnings authorities give about staying well offshore in the area of the Santa Clara River mouth. In late February the Formosa 51, **Raintree**, owned by Urban Steiss of Los Angeles, strayed too close to shore and ended up going aground. For-

tunately, nobody was hurt, either those who stayed aboard the boat or those who waded to shore. Almost equally good is the news that a commercial towing service was able to pull the boat off with little damage. It was a close call, though, and serves to demonstrated how important it is to stay offshore in this area.

The rivermouth shallows start about 1 mile SSE of Ventura Harbor, but to be safe all boats should remain at least one mile offshore all the way between Ventura and Oxnard.

Noted cruisers and authors Lin and Larry Pardey have left Mexico for the Marquesas on **Taleisin**. It will be their first trip to the South Pacific. If you see them, tell them we have the Utah subscription address and have no idea why the issues have not been getting there.

Want to sail in Hawaii but don't have the time to sail there? Jan Miller, who last year zoomed to Cabo San Lucas and back in his **Odyssey 30**, **Jatimo**, writes that he had a great charter experience with a Catalina 27 out of Lahaina. "We sailed to Honolua Bay for a couple of days, and then sailed to Manele Bay over on Lanai. The weather was fantastic and there was a waxing moon. The folks at Manele Bay were a laid-back group who enjoyed receiving the December issue of *Latitude 38*. One day porpoises came close enough to the beach to swim with and later during the trip back to Lahaina we sighted a whale. All in all it was a real joy over there in the no-clothes weather."

Jan did his chartering from Seabern Yachts, which lists a Catalina 27 as chartering for \$100 a day or \$700 a week.

While we're on the subject of chartering in the islands, Pete Hendricks from Kamuela on the Big Island reports there's now a Hunter 54 chartering out of Kawaihae Harbor on the Kohala-Kona coast. **Camelot** is the boat's name and Camelot Charters is the company name. Six is the maximum number of passengers that can be accommodated, and charters are for an afternoon or longer.

aboard *Mizpah*.

The Green Horse is located off the main street of town, and when we arrived communicating with yachties was a problem. Birch now has a working VHF radio and monitors Channel 16.

To add to the comfort of cruisers, Birch is in the process of installing showers and has started a collection of yacht club burgees to give the Green Horse a homey feeling for cruisers. Our Pierpont Bay YC (Ventura) burgee and one from Oyster Point YC in the Bay Area are the first two. Birch is also starting an album for cruisers who visit Huancaxtle.

We recommend both Cruz de Huancaxtle and the Green Horse to all cruisers planning on stopping in the Puerto Vallarta area. Our experiences here, as in most of Mexico, have been good ones — aside from engine failure followed two days later by a dismasting off Cabo Corrientes! However, that's another story.

— pam & jim

CRUISE NOTES:

We received a letter from Chris Randall, who is currently in New Jersey, but formerly sailed to and sat out a hurricane on Kauai on the Buchan 40, *Virago*. Chris says she's gotten word that Keith and Tori Smith "formerly of Alameda, now of the Pacific Ocean" arrived in Cabo from San Diego after "two gales, nine days becalmed, and six days of wind on the nose . . . in all 22 at sea". That may be a record. Their boat is the Winslow sloop, **Three Passions**, that originally had been a yawl. It was first converted to a sloop during a nasty storm off Monterey and the second time during a rear-ender while in its berth. As for Chris, she's been putting in all her waking hours at nurse's school.

In the last several *Changes* we've published glowing accounts of the **Caballo Verde** restaurant in La Cruz. Jay and Margot Brown of **Tricolor** out of South Francisco say the only problem with that is

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HINCKLEY BERMUDA 40 YAWL. Immaculate example of this classic cruising yacht. New Westerbeke, new SS standing rigging, new SS exhaust, fresh brightwork and bottom. Avon, Seagull, cannister raft, press H2O, many extras. Centerboard/full keel. Perfect Delta, Bay, Offshore. David 332-7331.

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WYLIE 34 1981 "THUNDER"

Best equipped — best looking must see. 84 Catalina Race Winner, Outstanding local ocean and Bay race record. Ideal for cruising too. CNG stove full electronics, many race extras. \$58,500/Offer. Sailing lessons incl. (415) 254-7911 msg.

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See Schoettle's Sailing Craft, pp 77-8 for the lines of a very superior sailing machine. You can build this classic 43' sloop today for approx \$200K — or BUY THE ORIGINAL, in excellent cond, for \$29,500. She has a larger, more beautiful trunk cabin now. (415) 435-1791 before or 331-6205 after 4/14.

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Available May June July to one qualified sailor. Great Bay boat, ideal for singlehander. Sausalito berth. Call Joe. 453-7643.

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Great buy at \$5,000. Dual axle trailer, 3 sails, 2 anchors. 233-1638 533-8260.

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Cal 34, berthed at Tiburon, \$8,300 down and \$250/mo for loan and berth. 3 spinnakers, 10 winches, Furling jib, NR new engine and mainsail. Horizon VHF, depth sounder, etc. (415) 435-2777.

1973 — 27' NEWPORT SLOOP

Inventory too large to list. \$18,500. 1974 24' Seafarer, \$2,000. Phone (707) 224-7313.

MUST SELL — SAILING CLUB MEMBERSHIP

I'm going cruising so selling my Club Nautique membership. Save \$500. Club includes social activities, free instruction (beginning to advanced offshore). Free access to six sailboats, 25% discount rates on charter fleet. Desperate. Call 459-3794.

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F/G construction, with huge cockpit for nine people comfortably. A great family daysailer sleeps 4, head, 3 sails, positive lock center board winch. Natural teak trim. OB, trailer, \$6,500. Offer/trade plus cash for larger sailboat. (408) 745-0888.

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1971 Classic cruising sloop, F/G. 6 sets of sail, VHF, depth sounder. \$12,500 cash.

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W/trailer — all wood.
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Experienced sailors. Share expenses.

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\$27,500 Atomic 4 just serviced, 4 sails, whisker pole, club jib, electronics, dodger, wheel, stereos, alcohol stove/icebox, hauled surveyed painted 9/84, 2 hvy-dty batteries, 110 vac, Clipper Yacht Harbor berth. (415) 435-0848.

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Hull, bulkheads, deck, rudder, Volvo engine, ballast. \$18,500/offer. (707) 778-8670.

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36 ft slip on "B" dock; safe, secure with parking. Rent for \$220/mo or option/buy at \$35,000 with bank terms. (415) 728-3564 or write Box 45 Moss Beach 94038.

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Steel hull. Dutch built 1962. GMC 3-53. 300 gal water. 280 fuel. Excel cond. Fully equip. Must sell. \$110,000. San Diego, CA. (619) 425-9036.

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I will receive delivery of a new 44-ft ULDB from Denmark sometime in late June and I plan to campaign the boat extensively for the balance of 1985, followed by Mexican and Hawaiian races in 1986.

I am looking for crew who can devote time to an extended racing schedule, who are experienced, compatible, and have a desire to win. There will be at least one, and sometimes two races every weekend during August and September, plus some practices in July.

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Karen can't locate your number. Do you still have time for a sail? Betsy — Peachtree Media Arts, 863-9828.

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Immaculate F/G internal ballast inboard eng. equipped to race or single handed cruising 6-sails. \$23,950. (415) 522-1826 eves. P.O. Box 1092, Alameda 94501.

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Race-ready and competitive. New North main and jib, Johnson 6 hp O.B., K.M, dark blue poly. Oakland berth, 521-6153 eves. Paul. \$10,000/offer.

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Enjoy your boat more by belonging to the Santana One Design Association (SODA). Monthly newsletter, racing, group cruises, seminars and other social activities. To receive information, call 415-521-1020 and leave your name and address.

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Raced rigged. Measured and listed w/R-23 assoc. Comes w/berth in Sausalito. Extra lines and equipment. 6 hp long shaft Evinrude outboard. 2 suits of used sails (one set measured and listed), includes spinnakers. This boat was raced and won. Moving into ultra-lights and must sell! Joe 568-0470 Dan 655-9451.

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Sleeps 6. 5 sails incl DRS, VHS, depthfinder, stereo, alcohol/electric stove, atomic 4, dodger, immaculate. Tiller can be converted to wheel. Owner needs cash — best offer over \$22,500. Emeryville berth. 697-7804 eves. Principals only.

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San Francisco one-design. Auto-pilot, refrigeration, roller-furling, and new covers. Just hauled, sanded and painted. Located in San Diego. Will deliver to Santa Barbara. \$52,500/OFFERS. Tom Hirsh 619-291-9568 or 298-4967.

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Custom teak interior. Ideal club racer/cruiser. Inbd diesel. Fully eqipt plus spinnaker gear. Excl condition. \$43,900. (415) 383-8647 home, 929-6524 work.

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41 ft Rhodes F/G classic. New hood main, Imron paint. Sturdy, good looking, equipped for ocean passages. Buy now and sail her home this summer. \$59,500. Doug Vann, 98-1617 Apala LP, Aiea, HI 96701. (808) 487-5817.

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Race/cruise equipped, Honda 7.50B, 6 bags of sails, spinnaker gear, \$12,800. (415) 284-5932 or (415) 261-8268.

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Well maintained '76 model, race/cruise equipped. Spinnaker & gear, 2 headsails, 6 winches, knotmeter, depth sounder, compass, 9.9 Johnson electric start, double lifelines, holding tank. Call Art (415) 532-3686 days, (415) 235-5819 eves.

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22'6", rigged for singlehanding. Knotmeter, depth sounder, compass, 6 hp Johnson, anchor, 2 jibs, spinnaker. 1983 survey, good condition, \$5,500. (408) 257-8182 (best time 4:30 — 6:30).

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Excl cond, 3 bags sails, 6 hp Evinrude, VHF, Dodger, lifelines, brand new mast and rigging, EZ Loader trlr, all extras. Lots of fun. Easy to sail. Sausalito berth. \$6,900. 332-5770 or 331-2590.

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4 man. Serviced in 1983. Many extras. \$950. Sextant (like new) Plath \$600. Westsail staysail boom w/pedestal. \$100. (408) 335-2245.

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F/G Hull, knotmeter, depth finder, windpoint, FM/cassette stereo, mainsail, 175 genoa, lapper, cruising spinnaker, 1.2 & 1.75 spinnakers, ground tackle. \$48,000. Will deliver. (714) 494-1530. *Seatime*, Box 747, Laguna Beach, CA 92652.

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Bear No.39 Nunes Bros. built Sausalito. Excellent 23', 2½ ton Bay sailor. Fully equipped classic one-design wood sloop. Asking \$3,950. Call Geoff or Marc at 563-6610 or 664-7035.

ISLANDER 28 1977

Beautiful Bay boat, well maintained and equipped. VHF, depth. Active class association. Richmond Marina. \$29,900. 837-5219.

SANTANA 35 (1979) FOR SALE

Nine sails, windpoint, windspeed, knotmeter, depthfinder, VHF, FM/cassette stereo, Navtec hydrolics, new 15 hp Volvo Penta (200 hrs). \$52,500. Will deliver. (714) 494-1530. *Seatime*, Box 747, Laguna Beach, CA 92652.

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Pocket cruiser — full keel F/G sloop, 5'9" headroom, main, genoa, jib, water tank, anchors, rigging 2 yrs old, sleeps 4, other extras. A kindly & forgiving boat for Bay, Delta or elsewhere. \$5,000. 331-2663.

FOR SALE: PEARSON ELECTRA

Good condition with 30' San Francisco berth. Asking \$9,000. Call 731-8022 for details.

SKIPPER WANTED

To sail Yankee 30 w/racing sail inventory, SAT NAV, from Honolulu to San Francisco on 7/1/85, w/woman physician owner as crew. All expenses paid. No smokers please. Barbara Nylund, Box 185, Tripler Army Medical Center, Hawaii 96859, (808) 487-0672 home or 433-5206 ofc.

CAPE GEORGE 36

Just completed - N.W.'s famous offshore cutter, proven heavy displacement hull, beautifully crafted interior for discriminating owner. Features teak deck/dinette/refer/much more. Dave (206) 385-3412, 1924 Cape George Rd., Port Townsend WA 98368.

MACGREGOR 36 CATAMARAN

Fast. Sexy. F/G. Trailer, 2 Johnsons, 3 sails, most factory options plus extras. \$22,000. Call Stockton Marine Operator for Norm Oliver on *Gold Brick* or (209) 291-6513, 5729 E. Siverly Lane, Fresno, CA 93727.

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Great reservoir or lake sailboat for 1 or 2 people. Manufactured by Westcraft, No.5959. Very good condition. F/G with teak trim & wooden mast. \$750. Ellie 254-8433 days or 254-2030 eves.

VALIANT 40 — THE IDEAL CRUISING BOAT

Westerbeke diesel, autopilot, Simpson Lawrence windlass, Barentt winches, Loran C, VDO speedlog, W/S W/D C/H, D.S. Hot & cold pressure water, shwr, propane stove w/oven, sailing dinghy & more!

\$126,500. Tim Rogers 332-4142 days, 331-6378 eves.

RHODES 19

Mint condition. Repainted and much new equipment 1981. Seldom used. Kept on dock. Full cover. Two sets sails and spinnaker. \$2,500.

SLIP WANTED

I would like to sublet a slip in San Francisco Bay (prefer Alameda — Oakland area) for the summer, June thru August. I have an Islander 36.

Call Frank (209) 275-1391.

40' DOCK, PIER MARINA 39 SLIP FOR SALE

Tremendous location at Pier, will go quick at this price. (213) 622-5033 R. Cheifer, Mon-Fri 9 a.m. - 5:30 p.m.

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Both for sale by owner. Each yacht prime example of European craftsmanship. SWAN 38: Teak decks, B&G electronics, Combi-cool fridge, Avon liferaft, more! PRICE: delivered U.S., \$92,500; Palma, Spain, \$82,500. CAMPER NICHOLSON 35: little used. Beautiful interior joinery, unbelievable storage space, quarter-berth, blue-water cruiser. PRICE: delivered U.S., \$59,500; Palma, Spain, \$52,000. Fly over, cruise Mediterranean & have boat sailed to Caribbean w/savings from European purchase price. 1-800-426-5060 MIKE.

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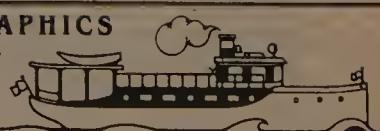
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RACE READY 12 METER \$3,100 Millimeter Marine "Millimeter" LOA 12.5, heavy duty trailer makes this boat easily ramp launchable, active Bay Area fleet. (408) 379-2238.	FLYING GULL — SOUTH PACIFIC VET. Resting in Hawaii, 30' Hartley sloop, Honduras mahogany plywood, Perkins 4-107, Magnavox 4102 SatNav, Monitor windvane, Givens 6-man liferaft, dinghy and motor, cruising sails, 300' chain, 4 anchors, \$23,500, for complete inventory call (805) 985-5256.	36 FT SLOOP Norway built of Honduras mahog over oak frames. She's fast & furious: 7' beam, 48' mast. Not considered a liveaboard by owner. Insured at \$30,000. Surveyed, bottom/hull painted in late 1984. \$8,000/offer. Private owner (415) 522-2525.
MOLDS For 36-ft sailboat. Airless sprayer w/chopper. Matt & woven roving. 3/4 balsakore. Sell or trade for ? RICHMOND INSTRUMENT CO. 765 South Sixteenth St., Richmond, CA 94804 (415) 237-0684	MARINE DOCUMENTATION SERVICES Sandra K. Hansen Attorney At Law P.O. Box 3069 Lihue, HI 96766 (808) 742-6059	
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Harriet's Sail Repair 555 ILLINOIS st. 863-2945	BOAT PARTNERS/CO-OWNERS Are you concerned about your personal liability for the acts of your co-owners? Would you like an easy method to change co-owners? Form a non-profit California corporation to own the boat. Robert T. Borawski, attorney (408) 985-8595	

PEARSON 30 78 Excellent condition. Knot/Fath/VHS. 28K. 751-0186.	41' KETCH. '72 Yankee clipper, excl cruising/liveaboard. 4-108 Perkins/new alum masts/Radar/Loran/VHF/Depth finder, Autopilot/elec windlass/1 set sails/130 Jib/4 anchors/sep shwr/frpl. Bay Area berth. Extras. \$72,000. (209) 293-7438.	ISLANDER 28. '77 mint-cond, full teak intr. Pedestal steering, DeWitt sails, 150, 110, main, drifter, VHF. Depth, Knot/Log, htr, Atomic 4, alch stove. Sips 6. Encl head, large icebox, 2 batts, 5 winches, sail covers. Open to partnership or full sell. 654-9175/d, 254-4240/e.
ETCHELLS 22 Ready to race. Winning history latest sails. Trailer & many extras. Owner will finance with \$5,950 down & \$144 monthly payments. Call (415) 547-0685 or (415) 548-4159.	ALUMINUM MAST & BOOM W/standing rigging, double spreaders, 40'-8". Avon R2.80 new \$895. Autohelm 300, new \$595. Tri-radial spinnaker, I=42, J=14.5 for 30-38' boat, \$800. Ideal electric windlass, \$500. Parts for Aries lift-up vane. 865-6088 days, 865-1604 eves.	CAREFREE BUT DESPERATE TO SELL Newport 27, 1972. Superb wknd cruiser, fast C&C design, sips 5 good friends, 30 hp Atomic 4, easily sailed w/all lines aft. Huge inventory: 5 sails, 7 winches, 2 compasses, full elctrncs, etc. \$18,900. Roy (415) 339-8329 leave mailing info.
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EL TORO Cabalaro NO.10,379, Pineapple sail. Sailed less than 10 times. \$1,000. Dave 820-5637/h, 882-4816/w.	AMERICA'S CUP 87 Why not have your own boat there for the series that is guaranteed to be the Super Bowl event of exciting world yachting. I can arrange a total program of preparations, planning, organization and skipper your boat there for the event. I have references & full resume of 50,000 miles sailing/skippering and have best contacts, facilities and arrangements in Perth, as Perth is my home port. Jeff Norton 104/12610 Braddock Dr, Los Angeles, CA 90066.	APHRODITE 101 33' F/G sloop, great sailing, beautiful and sleek. Autohelm. Self-tacking jib. Spinnaker, Signs, Diesel, completely finished interior, ideal for short-handed cruising or racing, absolutely like new. (415) 962-0613 eves.
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1949 Hinkley built Owens cutter/sloop rigged. Have gear, sails, rigging, etc. Recaulked, double planked mahogany. Teak decks, needs finishing. Beautiful boat. \$18,500.
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4 bags sails, including spinnaker, B&R rigged. Diesel, VHF, depth, knotmeter, hot/cold water. Alameda berth. Cruise or race (PHRF 159). Available as part of estab. Timeshare business if desired.
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All teak, new yanmar diesel, dodger, VHF, DS, 3 anchors, Refrig, log, vane, prime San Francisco berth, excellent condition. Ask \$29,950/will trade for vehicle, lot, house.

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O'DAY 27

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Very comfortable, super liveaboard or Delta boat. Complete new engine. Hull needs work. Asking \$3,500/will negotiate. Call Mike 589-6701.

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Launched Nov 1982/83/84 YRA Season Champion. Barent 18/22/23 ST winches, Signet 1000/1500, 2 Plath compasses, Horizon VHF, AM-FM cassette stereo. DeWitt dacron main, No3 & 4, Mylar No.1, 100% & 85% spinnakers. New Ulmer-Kolius inventory used 5 times, main, Kevlar No.1 & 3, 1/2 oz. 100% spinnaker, 4 hp Evinrude, all safety gear and many more extras. Very clean and in excel cond. Owners transferred to Alaska. Available w/o Kevlar jibs. \$34,000. Contact Jeff Gething, 620-2635 work, 332-7028 home.

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1968 F/G, Volvo diesel, teak decks, white alum spars. Strong, sound, and beautiful. Perfect for coast cruising. Bay sailing, or Delta launching. \$27,000. (415) 383-1543.

TRITON

28-ft full keel cruiser by Alberg. Remodeled saloon, new cushions, self-priming Optimus kerosene 2-burner stove, VHF and AM/FM cass stereo, 30 gallons water, Seth-Thomas clock and barometer, RDF, new Datamarine knotmeter/log wind-speed/direction & depthfinder, LPU topsides, lifelines and Bowpulpit, two Danforths 13/23 with chain and rode, 25 gallons fuel, working sails and spinnaker w/gear, all new lowers, Redwood City liveaboard slip, engine won't start (?), liveaboard now and cruise anywhere later. \$15,500. (415) 367-6297.

ARIES 32

Beautiful Bay and offshore cruising sloop. Fiberglass hull with warm and bright teak interior. Over 30 Aries in Bay Area. Diesel. Moderately equipped. Excellent condition. Sausalito berth. Partner(s) also considered. \$35,000. Owner (415) 383-8215.

CAL 20

Built 1964, Standard sails, trailer, 7.5 Evinrude OB, depth finder and new bottom paint. Price is \$4,000.
Please call (415) 658-9976.

1981 WINDROSE 5.5

Attractive, fun boat that sleeps four. Very good condition. Fixed keel, 1/2 hp Johnson outboard, EZ loader trailer. Berkeley berth. (415) 284-7163 eves, wknds.

WYLIE 34 — 1980

Win races & cruise in style. Excellent condition. Loaded, 9 bags of sails. New main & No.3. Special low price for April: \$55,000. Will take a smaller boat in trade. (415) 852-7530 days; (415) 326-9763 nights.

32 WAUQUIEZ CENTURION. The yacht that made Wauquiez famous. 1974 excellent condition, European quality. Economical offshore cruiser with self steering, SatNav, Ham, Raft, Dingy, VHF, six sails, four anchors, dodger plus more instruments/gear. \$44,900 offer/trade. (206) 524-3997.

ESTATE SALE

Beautiful 29' Danish double-ended sloop. Built 1950 fir on oak, heavy construction. Rebuilt 2 cyl diesel, VHF, knot, DS, 3 sails. 5'9" headroom. Good overall condition. Potential coastal cruiser or liveaboard. \$8,500. 332-9231/message.

PARTIALLY COMPLETE

'79 Westsail 28. Palatial interior, Volvo MDT1C diesel, cutter rig, all standing & running rigging. Reasonably priced at \$25,000. Paradise Cay (Tiburon) berth. Write Byron at 3060 Bell St. No.209, Sacramento CA 95821 for more details.

CHRYSLER 26 SLOOP

Very roomy 1978 Chrysler F/G sloop. 9.9 outboard, swing keel, galley, head, stereo. Great Bay and Delta boat. Well maintained. \$15,000/offer.

Jim 453-2342, Bruce 355-3817.

WE WANT TO SELL

Kettenburg 40. This boat is ridiculously underpriced. We can no longer care for her so we are willing to give her up cheap. Outfitted to cruise, beautiful lines, cheap price.
\$34,000 Derek 485-6776.

37' NICOL, COLD MOLDED TRIMARAN

Sleeps six, 2 suits of sails, D.S., stereo, Twin OB, excellent condition, on Tomales Bay. \$20,000. (415) 669-1576.

MUST SELL BY MAY 1ST

23-ft Pearson Electra (full keel). Main, racing 110, cruising 110, 150 genoa. D/S, VHF, anchor, 4 hp Evinrude, 4 person Metzler dinghy. One month's free slip. Misc. extras. \$5,000. Call mornings. (916) 542-0215.

CREW POSITION DESIRED

Cruising south, west, or the Caribbean. I have fair sailing experience, celestial navigation, scuba, EMT, Spanish, French, Japanese, will share expenses and enthusiastic.
Jeff, 2066 11th St., Arcata, CA (707) 822-8355.

SPINNAKER POLES

I have two poles with double bridle and trip lines in great shape for sale: 2 1/2" dia, 11'-6" at \$90
3" dia, 14'-9 1/4" at \$130.
(415) 655-2477.

CAPRI 22 OR 30

Must sell one of these two very fast racers made by Catalina Yachts. Both are race equipped, Mylar genoas, '84 & '85 vintage. The Capri 22 is \$7,500 and the Capri 30 with diesel is \$25,000. Lee (916) 895-6464/d, (916) 891-8736/e.

BEAUTIFUL CLASSIC DOUBLE PLANKED WOODEN KETCH

Good sailing, good liveaboard.

(415) 820-0748.

MARINE SURVEY
CAPT. HARRY G. BRAUN, P.E.
(U.S. Coast Guard Lic.)
Yacht Delivery
(415) 522-1561
Call Sign: KE 6 RX

MARINE BRIGHT WORK CLASS
Hands on Wood. The boatbuilding school at Fort Mason presents a Saturday afternoon workshop with Anna Sommers of the schooner Wanderbird. Learn stripping, bleaching and varnishing from a real pro. Saturday, April 13. Phone 567-2205 for details and reservations.

SAIL
CUSTOM YACHT SERVICES
Engines: diesel, gas. Electric: installation, trouble shooting.
Finish: bright work, interiors, bottoms.
Scheduled Maintenance Services for all your boating needs.
On location . . . Jim Roberts 759-5296

POWER

IDEAL CRUISER FOR TWO
Farallon 29 custom interior w/head forward, large double berth, full nav station. This boat is ready to go and includes: 8 sails, monitor vane, windlass, Volvo MDTA 190 hours, autopilot, full electronics, diesel heater, cold machine, 74 gals H2O, 35 gals fuel, stereo. Cruise in comfort and safety in a 30 footer that is truly bulletproof for only \$42,000. Chris (415) 494-6660 days.

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For the Highest Quality, Dependability and Lowest Prices
In Marine, Automotive and Industrial Batteries
Call San Rafael Welding Supply
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YACHT DELIVERIES
Professional skipper available for world-wide deliveries. Experience and local knowledge of Mexico, the Pacific Coast, South Pacific, TransPac, Caribbean, and Mediterranean. Reasonable rates, very reliable. Call Doug Miller at California Sailing. (415) 331-1080.

NEW HOME NEEDED!

Newport 20. Ideal first boat for Bay/Delta. Very good condition, shows much TLC. Sleeps 4, galley, head, spinnaker, OB, many improvements and extra gear. Gary Mull design. Best boat in 20'-22' ft range. \$5,000/B.O. (415) 655-7115.

FREEDOM 40

1981, good instrumentation/radios. Large aft cockpit w/large lockers. Staterooms fore/aft w/own heads. Large saloon/galley in between. Never raced. Bay/Delta trips only. Will provide haulout/survey before purchase. \$128,000. (415) 592-1567.

32' TRAVELLER

Double ended cutter, 1977 USA built, full keel, beautiful teak decks & trim, Volvo diesel, 6' headroom, great liveaboard, ocean tested, moving out of area. \$55,000. Below market value, must see. (916) 381-8568 after 6 or wknds.

BOSTON WHALER

13-ft with 40 hp electric Johnson. Both 1975. In excellent condition. Includes tilt trailer with 2 extra wheels. \$4,500. 549-9479.

1984 CORVETTE. While ashore cruise in this like new black beauty with options too numerous to list, including the Z-51 handling package, Bose sound system, leather and more, concourse condition. One year and 12,000 miles of warranty remaining. \$21,900/B.O. (415) 846-7455 or (415) 833-1889.

SEAMSTRESS WANTED

For small sailboard sail loft in San Francisco. Flexible hours, 20-40 hrs/week. Work may end or decrease in the fall. Sailmaking experience or equivalent required. Pacific Surf Sails. 822-7245.

MORGAN OUT-ISLAND 41 — 1973

Sloop rig, dodger, VHF, Westerbeke diesel, dinghy. Ideal liveaboard/cruiser. Consider small sailboat in trade. \$72,000. (415) 345-2984.

15' WEST WIGHT POTTER

Plus Highland Trailer - British Seagull. Fully rigged. Excellent condition. Garage stored. \$2,685. (408) 738-1968.

39' SLOOP — SAILS — GEAR

Ericson 39 for sale by owner, \$59,000. Veteran racer/coastal cruiser w/spacious intr. Also selling surplus gear, sails, dinghies, instruments & electronics from this boat. Send SASE for list to POB 718, Inverness, CA 94937. (415) 669-7393.

BRISTOL 27

New sails, new Evinrude 7½ hp outboard motor. Great Bay boat, huge cockpit for daysailing. Sausalito berth. Asking \$12,000. Call (707) 996-3355 or (707) 528-3715 eves.

41' CT KETCH

Great cruising or liveaboard 75 hp Volvo Penta diesel. VHF, depth sounder, knot log, Auto pilot, 6 man Avon life raft and more. Needs some TLC. Nothing major. \$59,500. (415) 229-3756 (818) 989-1722.

FANTASIA '35

Like new, documented, cutter rigged, excellent liveaboard, center cockpit, aft cabin, teak deck and interior, many extras, 45 hp diesel 120 hrs, 225 gallon water, 120 fuel. \$75,000, make offer, privately berthed. (415) 521-6261.

NORDIC 40**CHARTER**

Lease, (Bareboat) or skippered
331-2290.

MARINE PHOTOGRAPHY

A color or b & w photograph of your boat under full sail in the Bay.
Call (415) 644-0511.

TARTAN 30 CHARTER WINTER RATES — \$75 PER DAY

"Arctic Loon" has just been hauled, moved to Jack London Square, and is ready for Spring. Rates go up with Daylight Savings Time. Inboard, head, full galley, sleeps 5. 339-3288.

505 — US NO. 3655

Parker hull, Needlespar mast, proctor boom, 5 sails, trailer, all in good condition. Must sell! \$1,500. Call Richard Fish (916) 753-8479.

WANTED, TRAILER

For 25' Catalina, swing keel. Cash. Call days (209) 368-0064, eves (209) 727-3365. Ask for Bruce.

TRAVELLAR 32

Stainless steel exhaust system incl used flexible coupling & new flexible coupling. \$225. Heavy duty collapsible holding tank \$50. Avon double bottom life raft re-inspected \$1,400. Horizon 25 VHF radio \$100. Frank (408) 423-4604.

FOR RENT

36-ft upwind boat slip. \$3.50/ft. Located Marina Bay Yacht Harbor. Has electricity, water and telephone hookup. Call Al (408) 248-3580 eves.

COLUMBIA MK II

Excellent condition, Depthsounder, knotmeter, compass, 5 berths, galley, enclosed head, carpeted, shore power, 6 hp outboard. Worth looking at! \$9,950. (415) 634-6004.

1978 RANGER 20

Main, jib, 150, spinnaker and gear, VHF, CB, cass. Custom built mahogany interior, OB, much more. Delta berth, trailer available. \$6,500. (916) 775-1902 after 6:00 p.m.

ROBIN BIRD 18

Well maintained member of famous SF Bay Bird Class. 30' LOA, new sails ('84), good racing record, berth available, extensive inventory, wood boat, \$9,000. Call for fact sheet. (415) 851-7601 eves (415) 424-2896 days.

AUTOHELM 2000

Autopilot \$475. Electronic Windvane \$90. 5 mos. Old Pfaff 130 sewing machine, \$160. Call Ralph (408) 224-0152 eves, (408) 748-1130 days.

28' SLOOP

Glass hull, inboard engine, cruise equipped, roomy, comfortable and proven. This is a "must see". \$13,000. (415) 456-0221.

ALBIN CUMULUS 28

'82 Peter Norlin sloop. Cruiser with 12 hp Yanmar diesel. 4 sails, self-tailing winches, pressure water, 2-burner stove, VHF, Ritchie compass, Combi digital depth-knotmeter-log. Whisker pole, 2 anchors, sleeps 5. Excellent condition \$29,900/B.O. (415) 563-3295.

J/24

1982, excellent shape, never raced, sailed for six months, only twice on Bay. Fully equipped, 4.5 Johnson, single-axle trailer, full set of sails (4), clean. New boat at used price; ABSOLUTELY must sell. (707) 745-7780/d; (707) 745-4461/e.

1980 CATALINA 30

Diesel, 110 & 150 headsails, F'wd traveler. Vang. B'stay tension, 72 ch VHF, CB, AM/FM stereo, stove, oven, many extras, dinghy, Tiburon location, leaving area. Must sell! 381-6045. \$32,000.

CATALINA 25. Swing keel, poptop, 10 hp Honda. Full custom canvas cover, varnished teak. Heavy/light air sails. Lemar dual speed winches. Electronics/safety equip. EZ loader tandem axle trailer. Rigged with tabernacle mast. Very well maintained — never raced. (408) 728-2336 724-7771 eves.

FREEPORT ISLANDER 36

Ideal cruiser/liveaboard 1978 sloop, excellent condition, full instrumentation, refrigeration, SS oven, Barient winches, dodger, diesel, roller furlng, TV, VHF, stereo, electric windlass, \$85,000/B.O. (707) 643-2484, 745-0100.

VENTURE/MCGREGOR 25. Fully equipped & ready to sail. 4 sails incl spinnaker & gear, depth sounder, compass & knot meter. Boat has been extensively modified for family cruising with built in gas stove, ice box & storage cabinets. Lots of extras. Sleeps 4. Trlr incl. \$6,350. (408) 446-0321.

18' MERCURY — 1976

F/G, self-rescuing with Elvstrom bailers. Super race equipped, Pineapple sails. Beautiful trailer. Boat is shored in Lakeport, CA (Clear Lake). \$4,200/offer. Hans (707) 263-4453.

1979 LANCER 28

Shad Turner designed shoal draft mast head sloop. Wheel steering. 9.9 hp OB, 2 burner stove, VHF, DS. Optional interior w/berths for 6 & 6'2" headroom. \$16,500. May be willing to trade equity for a 21-23' trailerable. Message (408) 736-3134.

HELP WANTED: HAWAII

Positions open for experienced sailmakers, canvas persons, or related personnel for growing sail loft in Honolulu. Contact Kevin at Tradewind Sails, 1816 Auiki St., Honolulu, HI 96819. (808) 845-0136.

CUSTOM ULDB KITS

Hull, deck, keel and rudder kits. Santa Cruz 33 — \$19,950. Santa Cruz 40 — \$29,950. Used Santa Cruz 33 — \$33,000. Call or write for details. P.O. Box 1118, Soquel, CA 95073. (408) 476-0100.

AMATEUR STEEL BOATBUILDING WORKSHOP '85

August 22-25, 4-days of intense training covering all phases of building your own yacht of steel. All students will gain first hand experience in various construction techniques. SIERRA YACHTWERKS, Box 9951, Tahoe Valley, CA 95731. (916) 544-4933.

CARPENTERS SPECIAL

1935 Alden yawl, 38 LOA 32 LOD 10½ beam hull sound — boat needs lots of work. Surveyed at 9K, make offer.
Paul (415) 941-1261

CATALINA 27

Sailing the Bay is more fun on a Catalina. Especially one with brand new sails! This boat has been perfectly maintained and has an inventory of new equipment too long to list. Priced to sell. \$17,900/offers.
Dave 383-7537.

ISLANDER 30 MKII NO.541

1976, immaculate condition — must be seen, Volvo diesel. Pedestal steering. 2 yr old double ref main and 110% lapper, 90% jib, extra main, VHF, Windspeed, knotmeter, depthsounder, AM/FM stereo cassette. 3 burner alcohol stove w/oven, shorepower. Many other extras. Emeryville berth. \$33,500.
(415) 421-9440 days, (415) 824-2573 or (415) 574-4534 eves.

1974 SAN FRANCISCO PELICAN

15-ft with bow sprit. F/G. Beautiful teak coaming and benches. Main and jib. Anchor. EZ-loader trailer. Excellent condition. Great fun for couple and small children. Priced to sell, \$1,400.
(408) 265-5117.

AURORA 21

Classic F/G sloop. Fin keel, great Bay and singlehanded boat. New LPU topsides, bottom paint, includes 7.5 hp outboard, full set of covers, anchor, compass, etc. In great condition, \$4,000.
(415) 376-3218.

MDDRE 24 — REDUCED TD \$14,000

I like Moore 24's so much, I bought another! Must sell "Flying Circus" with motor, trailer, sails, radio. Join the MOORE FUN FLEET. Learn why "fast is fun" and safe at this low price.
Roger (415) 387-4590 or 681-4150 home.

C & C 24

Beautiful, quality built, meticulously maintained, 1977. Well equipped, 3 sails, radio, Johnson 6 hp. Yellow hull. I have been transferred. \$15,500.
(707) 763-6811.

CHEOY LEE BERMUDA 30

Full keel F/G ketch, teak decks & cabin; 6'3" head room, 6 sails, Atomic 4, VHF, depth, Auto pilot, knotmeter/log, oversize anchors, 300' rode, 2 x 105 amp batts, \$29,500.
(415) 497-9667 days (415) 367-1716 eves

CATALINA 27 — LASAR

Must sell. Tall rig, Atomic 4, folding prop, spinnaker and gear, 3 main sails, 2 over size, 1 std. 3 jibs, 5 winches, dinette interior. Winner Delta and Bay. Lasar and trailer. Make reasonable offer.
Eves (209) 823-0425.

YACHTS OF DISTINCTION

Seek to review 50' plus motor or sail vessels for charter enterprise. Profitable. Potential tax benefits. Possess 100 ton with auxiliary sail.
(415) 521-5900

SEEKING CRUISE

M/50 to join West Coast cruise for 7-10 days, July or August. Exp'd San Francisco Bay sailor. Xint cook. Something interesting on 36-ft sailboat. Share expenses. Box 6595, Santa Rosa, CA 95406. (707) 579-0310 eves.

EXCELLENT SAILING INSTRUCTION

On San Francisco Bay. Instructor with 7 years teaching experience offers: training onboard your yacht or onboard CAL 25.
Private lessons taught anywhere in the Bay.
For scheduling, call (415) 653-3810, ask for Joan Burleigh.

AERO-MARINE DELIVERIES

\$2.50 per/N.M. (\pm expanses)
S.F. to Delta \$150 fixed.
(415) 934-6159.

MARINE ENGINE SURVEYING

Power and sail; two year repair outlook: oil analysis computer comparison. (415) 934-6159.

ISLANDER 28

Tiller — Volvo DS — Race Equipped.
Must sell — bought Crealock 34.
Eves (415) 376-3181.

BOATBUILDING EQUIPMENT FOR SALE:

Rockwell 14" bandsaw, \$200; 12 speed 5/8" drill press, \$100; Air-Hyd pop rivet tool, \$35. Senco LN 4450 air staple gun, \$110; fluorescent lights, \$10 ea; first \$400 takes everything.
(415) 233-7517.

SANTANA 22

Great shape, complete equipment, 3 new sails, 3 old, good 6 hp outboard. SSLT Yacht Harbor berth, lots of gear.
\$6,200/B.O.
(415) 332-0884

BUY THIS BOAT OR ELSE

Or else I can't go to Australia. Ranger 22 in excellent shape. Comes w/trailer, 10 sails, electronics. I must sell soon. \$8,000 or offer. Call Malcolm (415) 364-8195.

CLIPPER 26 SLOOP

6 hp Johnson outboard, Tandem axle trailer, sleeps five, head, stove, VHF. Leaving area, must sell or part trade: \$5,500.
(415) 872-2689 or 592-0793.

1983 37' HUNTER, CUTTER RIG

30 hp diesel, electronics, LP stove, fireplace, dinghy, stereo, aft cabin, nav station, head/shower, dodger — sleeps 7. Like new. Available immediately. \$75,000.
751-8529 or 433-4427 eves/wknds.

BRISTOL 20

A fine full keel sloop. GRP hull and deck. Mahog cockpit. Almost new mast and boom. Main, jib, genoa, spinnaker, 3 hp motor, spinnaker-pole, whisker-pole, anchor & rode. Fresh varnish & bottom paint. \$2,750.
John (415) 364-9422.

BEST OFFER OR TRADE. 36-ft ketch. F/G hull. Documented Mercedes diesel. Emergency raft and steering; sailing dinghy. Aries vane, 4 anchors, rode chain 200' 3/8" nylon 300' 5/8, windlass 2 speed, 2 bilge pumps, 5 berths, VHF, RDF, log, depthsounder, San Francisco berth possible. Quest (415) 471-2377.

FINE WEEKENDER

1984 O'DAY 26. Sails like a dream and roomy and comfortable below. Sleeps 6 very friendly people. Main, jib, Honda 7.5 outboard, Danforth, Bruce, VHF, lifejackets, safety gear, propane stove, two sinks and new sail covers. We want a bigger boat, so we need to sell this one first. \$21,000. (415) 892-6917. Leave message. We will call back.

COLUMBIA 26 MK II

One-design class racer/pocket cruiser. San Rafael berth, 6 sails, includes spinnaker. 9.9 hp Johnson w/electric starter. Inboard tank, VDO knotlog, VHF. \$11,500.
454-8645 or 456-7347.

COLUMBIA 26 MK II ATREVIDA

Hull No. 1280, 1972, saildrive, 5 jibs, 3 spinnakers, lots of extras, 2 speed primaries, shore power, new boom, well maintained, must see to appreciate. Asking \$15,000. (707) 643-3590.

FAST OLD LADY

Ruby II, Built 1910, 39' x 11' x 5'6", race rigged with alum mast and stainless rigging. Fresh haulout fair cond, needs a little work. A graceful classic. \$15,000 neg.
"Fast Old Lady", P.O.B. 1678, Sausalito, 94966

NORDIC FOLKBOAT 25'

U.S. No. 65, lots of TLC. Race ready or cruise if you like. Well maintained. Full cover, lots of new equipment, with recent survey. \$11,000.
Richard (415) 522-6929.

FEMALE PARTNER WANTED

Let's meet now and sail/adventure this summer, fall & winter in the San Juans and Sea of Cortez. Let's buy a 22' to 28' trailerable. You're over 30, intelligent, interesting, capable, attractive and available. So am I. Larry (415) 824-5012.

1973 CAL 29

One of the classics. Teak and traditional red interior, VHF, depth sounder, knotmeter, compass, CNG stove & oven, 7 winches, class lapper, 150% genoa, 170% drifter, spinnaker. Newly rebuilt Atomic 4. Asking \$28,750.
(415) 944-9555.

ONE OF A KIND — SEADRIFT

Classic Cape Cod Cat Boat. Santa Cruz Harbor. M-10 18' LOA -6' beam, 4,000 lbs ballast. Merc 4.5 POB. Refastened '82. 1300 bronze nails, new skeg. Chesapeake comp stove. \$4,494.94.
(408) 475-6109 9 to 9. (Santa Cruz) Goodale

24' WYLIE RABBIT

Ultrafast (PHRF=150). Mint condition. Five sail, southboard, galvanized trailer. All offers considered. Located in Berkeley.
(415) 486-1781 home; (415) 642-9154 work.

SAILNETICS FJ

1983 Mark III w/Pineapple main and jib and trailer. White hull and grey cockpit. This FJ is absolutely like new, never even registered. Used only 3 times. Original cost \$3,500. Will sacrifice for only \$2,300.
549-9479.

WINDSURFERS!

Two one design Windsurfers with three sails. Great for learning and lake sailing. \$800 for both, less for one.
Shimon 552-2508/message, 383-5181/work.

MARITIME ATTORNEY

Resolution of Construction, Repair, Collision and Lien Disputes for surveyors, owners and builders for over 20 years. Thirty-six years of Bay racing and cruising!
William E. Vaughan, Esq.
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Hands on, theory, debugging.
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Worldwide Shipment Service
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TIME SHARE

Sail a well-equipped Ericson sloop on San Francisco Bay. Compare the boat and the price of \$975/year with anything else on the Bay. Call now and join the fleet for Opening Day festivities. (415) 339-2838.

FOR SALE — COLUMBIA SABRE

LOA 32'6" Draft 4'4". Displ. 4500 Tiburon berth. A steal at \$10M. Days (415) 974-1666 Eves (415) 924-4385.

'75 LANCER 25

Great starter boat. Good boat for the Delta. Reconditioned interior with stereo. 7.5 hp Honda long shaft. 2 anchors w/chain and line.

(415) 236-4585. Please leave message.

BIRD CLASS 30' SLOOP

Great racing, day sailer. Youngest of the fleet hauled 3/85. Bottom/topsides paint. Recently refastened and all sister frames. Teak cockpit. Cockpit/sail covers. Excellent condition. \$7,850. (408) 688-4312 or (415) 457-4310.

SANTANA 22

New sails, old 6 hp Evinrude, recently hauled, \$4,950. Luger 21' sloop and trailer. \$1,995.

Call Bill in a.m. (415) 472-1399.

CUSTOM FISHER 37

Large aft cabin with queen size berth, dual steering positions, all gear for long distance cruising including new Sat-Nav. Cruised Med & crossed Atlantic. Located So. Calif. Bristol & ready to go. \$110K. (213) 433-7488.

CAL 34

1968, Atomic 4, roller furling jib, new electrical 110/12 volt system; Unifridge; Loran C; Tiller Master; Built-in heater; VHF, FM cassette stereo; Depth sounder; 2 anchors. Extra sails. BBQ, awning. \$34,000. Call Wayne 398-2465 days, 485-5412 eves.

RAWSON 30 SLOOP

F/G classic with huge forward berth. Sleeps 5. Nice interior. New cushions. 82 Volvo dsl, tanks. Cruising vane, VHF, D/S, Danforth anchor, chain, line. Liveaboardable. Will help you form a partnership if price is a problem. \$26,000. Terms. 343-3704.

THE BEST . . .

Cruiser/racer under 30' in Bay. My Islander 28 has family cruising accommodations for 6. Full race equipped for one-design or PHRF (rates 204). Volvo diesel, 7 North sails, Barient self-tail, instruments, much more. \$35,000. (415) 435-9513 eves.

VERTUE 25 OFFSHORE SLOOP

10,000 lbs of pure cruising boat. Built by Cheoy Lee 1965, 6' headroom. Diesel, chart table, stereo cassette, Taylor diesel cabin heater. A comfortable boat in very good condition.

\$24,500. Gig Gonella, 331-1080 days, 388-5356 eves.

CORONADO 27

Excellent Bay boat. Berkeley berth. Very clean, lovingly cared for, and ready to sail. Almost new 9.9 electric start outboard. Spinnaker with many extras. \$12,500. (415) 837-7175.

18' CONCORDIA SLOOP BOAT

New Culler designed gaff rigged daysailer. Lapstrake Bruynzeel over oak frames with epoxy glued laps. Sitka spruce spars and oars. Complete w/sails, trailer, anchor, cover and my blessing. (415) 944-0155.

HOBIE 18

Good condition with freshly painted EZ loader trailer. Little used. \$3,250. (415) 654-1822.
35' CHEOY LEE LION
F/G hull, teak decks, 25 hp Volvo diesel, Mariner roller furling. Sharp autopilot, Loran C, Ardic central diesel heat w/pressure hot water, refrigeration. Cruise ready. Excellent condition. \$56,950. (415) 654-1822.

IDEAL FAMILY SAIL CRUISING IN 27—FT
Stiff & powerful with a decidedly big-boat feel, spacious interior, head, galley, 4 berths, trailerable. Brand new, ready to go. (Robert H. Perry quote).
\$22,500. (415) 654-8101.

TRADE BLUE WATER CRUISER FOR HOME
Let's trade equity, a 32' sail boat, blue water proven of finest quality for a home in Vacaville, CA. I have \$72,000 equity. call for specifications. (707) 422-5052.

DOWNEAST 38
Excellent condition, roomy, 1979 ketch with quarter-berth cabin and forward cabin, teak interior. Fully equipped with jib furling, sails in good condition, windlass, knot-meter, wind direction/speed, depth-sounder, VHF, stereo, Universal dsl. Outstanding value at \$82,000.
Call Charles (415) 329-1046 eves.

POCKET CRUISER OR LIVEABOARD COLUMBIA 24 MARK I
F/G sloop — almost new rigging — 5'9" headroom, roomy, main genoa, jib, full boat cover, engine, other extras. A very forgiving first boat. \$5,500. 331-2663.

COLUMBIA 26 MK II
Good condition. New Honda 7.5 hp O/B. 5 sails including new main and cover. Includes VHF; stereo, D/S, KM, dual batteries, etc. Many extras. \$11,000.
Bob (415) 876-1688. Eves 573-0861.

29-FT DUTCH SLOOP
Teak hull/deck with classic gaff rig. 6 hp outboard. Full dacron cover. Excellent condition per recent survey. \$5,000/BO.
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CREW — 26 YEAR OLD MALE
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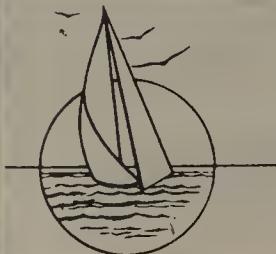


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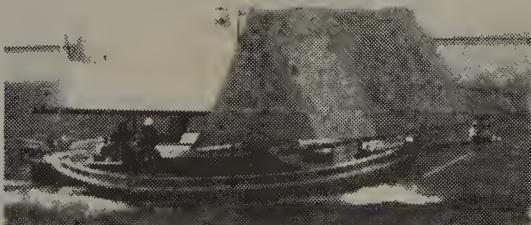
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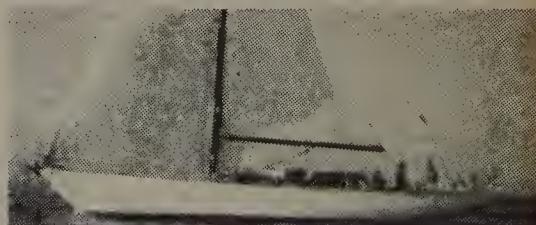
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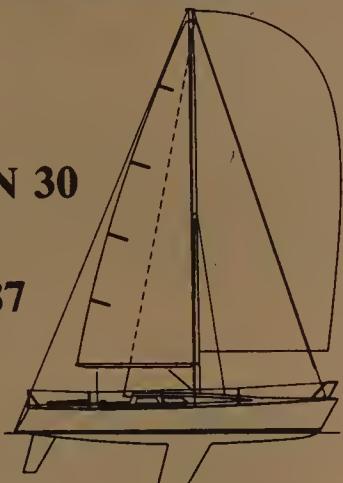
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Draft.....	5'0"
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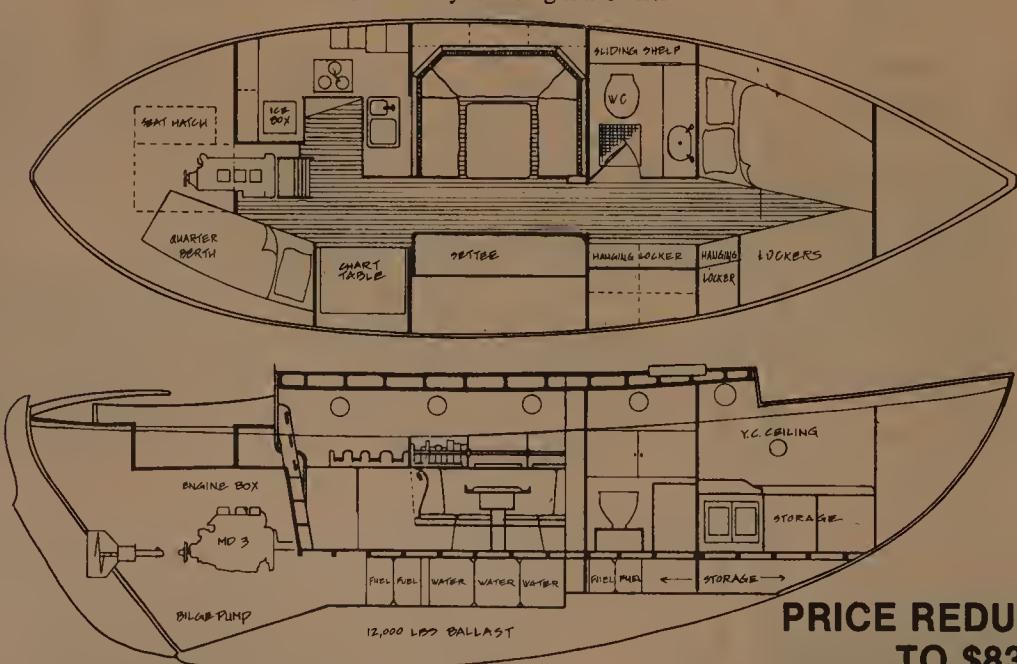
22' Santana	1969	\$5,600.00
22' Falmouth Cutter	1979	24,900.00
23' Tremolino Tri, trailer		5,600.00
24' Bristol	'78	19,000.00
26' Frisco Flyer II	1963	19,500.00
26' Columbia MKII	2 available	12,500.00
27' Santana	1968	12,500.00
28' Albin Cumulus	1982	33,000.00
29' Cal 2-29	1975	29,900.00
30' Catalina 30	1981	38,500.00
30' O'Day	1978	42,000.00
32' Columbia Sabre Sloop	1965	17,000.00
32' Pearson Sloop	1983	62,000.00
32' Aries	1974	39,500.00
32' Islander	1975	39,500.00
34' Cal 34	2 available	34,500.00
37' Island Trader Ketch	1977	63,000.00
38' Eivstrom Super M.S.	1979	75,000.00
38' Ingrid Ketch	2 available	79,900.00
40' Hinckley Bermuda 40 Yawl	1963	105,000.00
40' Newport Ketch	1958	79,500.00
40' Cheoy Lee Midshipman Ketch	1975	85,000.00
41' CT 41 ketch	1975	62,000.00
43' Gulfstar 43	1978	109,000.00
28' Hailberg P-28	1958	12,500.00
30' Spitsgatter	1948	39,500.00
34' Master Mariner "Grampa"		3,000.00
38' Farallone Clipper	1960	40,000.00
40' S & S Auxiliary Yawl	1960	67,000.00
40' Kettenburg K-40	1961	45,000.00
24' Relnill	1978	15,500.00
30' Pacemaker Sportfisher	1965	14,500.00
32' Chris Craft	1966	16,000.00
38' Pacemaker Sportfisher	1965	39,995.00
63' Tuna Jig Fisherman, flg	1984	375,000.00

"... THERE IS NOTHING — ABSOLUTELY NOTHING — HALF SO MUCH WORTH DOING AS SIMPLY MESSING ABOUT IN BOATS."

The Edward Bernard

• AN OCEAN CRUISING YACHT •

offered by her original owner



**PRICE REDUCED
TO \$83,000**

L.O.A.: 36'9"

DISPLACEMENT: 27000 LBS.

BALLAST RATIO: 44.4%

MIN. HEADROOM: 6'5"

BEAM: 11'8"

DRAFT: 6'

BALLAST: 11,500 LBS

TANKAGE: WATER 165 GAL

FUEL 125 GAL

SAIL AREA: 802 SQ. FT.

FOR MORE INFORMATION CONTACT:

THE FOREDECK 11373 FOLSOM BLVO.

RANCHO CORDOVA, CA 95670

DAYS: (916) 635-1932

EVENINGS: (916) 331-3022

Stockdale Marine & Navigation Center

4011 California Ave., Carmichael, California 95608

(916) 944-1232 and 944-1874

SELECTED SAIL

24' Neptune	'80 trlr	ob	\$12,450
25' Santana 525	'79 trlr	ob	15,500
27' Balboa	trlr	d/lb	18,750
30' Newport	'76	g/lb	28,000
30' Catalina	'77	g/lb	34,750
30' Islander	'69	g/lb	18,500
33' Islander	'69	g/lb	34,500
36' Columbia	'71	g/lb	37,500
40' Islander	'72	d/lb	95,000

MANY MORE!
Call or write for
(Info) Complete
Listings

MULTIHULL

18' Hobie	'83 trlr	3,950
18' Prindle	'81 trlr	3,400
27' Stiletto	'79 trlr	ob 19,000

Gale E. Stockdale

"The Frumious Bandersnatch"

Asking \$125,000
or best offer



1983 custom Peterson 43'. S-glass hull, carbon fiber deck makes her stronger and lighter than other Serendipity 43's, such as Scarlett O'Hara, Louisiana Crude, etc.

25 Horizons Sails: Excellent condition.

Hydraulics: Control of backstay, babystay, boom vang, flattener, & mainsheet.

Electronics: Sat. Nav. S.S.R., P + G Hercules computer provides eight deck and Nav. Station readouts of various parameters.

Ask for Chuck between 8 a.m. & 3 p.m. for Appointment. (707) 422-0453

RAFIKI 37

◆

1st Place

1984

Collin Archer

Race

◆

Designer

S.C.

Huntingford

◆

HEAVY DUTY BATTERIES/
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HOUR METER
NEWMAR RDF
DANFORTH CONSTELLATION
5" COMPASS
SILVA HND BRG COMPASS
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NARCO EPIRB
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PERNICA RADAR DETECTOR
PERNICA ELECTRONIC
CHRONOMETER
IMPULSE DEPTH SONDER
SIGNET KNOTMETER & LOG
AUTOHELM 2000
AIRES VANE
VOLVO DIESEL W/3 BLADE
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25MM FLARE KIT
GOODYEAR 6 MAN CANISTER
RAFT
DYER 7' DINGHY W/OARS
35# C.Q.R. & DANFORTH 22S
ANCHORS
300' 3/8" GALVANIZED ANCHOR
CHAIN
600' 3/8" NYLON
SL-555 WINDLASS
ALL AMERICAN RIGGING
FORESPAR 13'-26' WHISKER
POLE
SAILS
TWO MAINS
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STORM JIB
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150% GENOA
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AND MORE ...

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YACHT BROKERAGE**
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45' BREWER
Teak hull.
Loaded with equipment.
Try \$80,000



30' CATALINA
1981. Diesel.
Excellent Condition.
\$37,000



26' BALBOA WITH TRAILER
Clean and
in good condition.
\$12,500



41' GARDEN CT 41
Teak hull. '75. Loaded
with equipment, almost new sails.
\$55,000



30' MODIFIED H-28
Great for singlehanded cruising or
family daysailing. Double planked.
\$29,500



26' DAWSON KETCH
(2) to choose from. Aft cabin
cntr cockpit sail drive engines.
Starting at \$16,000



22' KINGFISHER
W/Trailer, hassler-lug rig.
Bilge keels, diesel.
Try \$13,000



**55' PETERSON
COASTER III SCHOONER**
Launched '81. U.S. Built.
Immaculate. \$108,000



44' LAFITTE CUTTER
Immaculate.
Possible real estate trade.
\$195,000



37 ANGLEMAN KETCH
Fiberglass hull, lots of equipment,
ready to cruise/liveaboard. \$59,000

EDGEWATER YACHT SALES

1306 BRIDGEWAY

SAUSALITO, CA 94965

(415) 332-2060



CAL 2-27
Teak interior, VHF, fatho, stereo,
Bariant winches, new imron paint.
Try \$18,500



22' CATALINA
Fixed keel,
clean. 1976.
Asking \$5,000



22' HUNTER With Traller
Repo, never used.
Bank wants
an offer



30' FISHER P.H. 1973
F/G, dsl., full cruise elect., red.
radar, elect., refr., shower,
fireplace. Try Offer of \$45,000



34' SEDAN REBUILT
Chrysler V8, VHF.
Large Interior.
Asking \$8,000



23' S-2 With Traller
Teak Interior, North sails,
with spinnaker, clean.
Try \$7,900



38' HUCKINS FLYBRIDGE
Sedan twin Chrysler V8. Has
everything needed for comfortable
living. Only \$10,500



35' CHRIS TRI-CABIN CAVALIER
New galley, Queen size bed,
shower tub, real liveaboard.
Asking \$23,500



34' CHRIS CONSTELLATION
Sedan w/bridge, twin V8's,
electric refr., VHF, teak swim
step. Asking \$22,500



28' CHRIS SEA SKIFF
Twin V8,
trm tubs, shower. 1965
Try \$5,500

PETER JONES YACHT BROKERAGE

(415) 386-5870

BUYERS: If you're looking for a boat & don't see it here, or if you don't know which boat among the many alternatives will satisfy your sailing needs, then please call. My listings change constantly, & I may have some suggestions if you haven't decided on a specific boat.

- 38' FARALLON CLIPPER '60. FW dsl, nice shape. \$40,000.
- 37' IRWIN KETCH. Good cruising/liveaboard. \$67,500.
- 37' TARTAN '78. Well maintained, deep keel version of this well-known Sparkman & Stephens design. Equipped with dodger, VHF, depthsounder, 4 cyl diesel, pulpits and lifelines, etc. Offered at a reasonable \$70,000.
- 36' COLUMBIA. (2) of these roomy cruisers from \$31,500.
- 36' AMUTHAN CUTTER '63. Van de Stadt design in steel built in Holland. Excellent condition with recent refit. Ready to go to sea. \$53,000.
- 36' CHEOY LEE CLIPPER KETCH '70. Extremely well-equippt boat in good condition w/lots of cruising gear inclg Aries vane, Avon liferaft, hard dinghy, Walker log, M.O.B. & much more. Offered with a S.F. berth at \$58,000.
- 34' COLUMBIA '70. A big boat for \$31,000.
- 33' NORWEST '80. This is a beautiful example of the hard to find Chuck Burns design. With a custom interior, Combi instruments. CNG stove and Yanmar diesel, she is ready to go. \$55,000.
- 33' PEARSON 323 '77. Offered by the original owner, this Shaw designed sloop has teak and holly cabin sole, opening ports, hot pressure water, Volvo dsl & more. Excellent for Bay sailing as well as coastal cruising. \$55,000.
- 30' HOLIDAY. Dutch built mahogany sloop with S.F. berth. \$15,000.
- 30' FISHER '73. Sturdy M/S ideal for S.F. Bay winds, rain, and fog with FW cooled dsl, radar, & autopilot. Pleasant & comfortable below. \$46,000.
- 30' SANTANA '77. Shad Turner designed sloop with wheel steering, Volvo diesel, good sail inventory, and clean interior. Ready to go at \$36,000.
- 29' CAL 2-29. Clean Lapworth racer/cruiser. \$29,900.
- 28' ISLANDER '76. Nicely cared for popular one-design sloop with diesel, excellent sail inventory, and recent LP paint. \$33,500.
- 27' CAL 2-27 '76. Clean example of popular one-design class. Knot/log, RDF, depth, and VHF. Call for bargain price.
- 26' NORDIC FOLKBOAT. With S.F. Marina slip. \$5,900.
- 26' INTERNATIONAL FOLKBOAT '69. Very clean. Good price.

CALL FOR MANY MORE LISTINGS

SELLERS: If you own any well-built boat in good condition & want an honest and capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration & the inevitable Snafu, please call & list your boat.

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of Brickyard Cove

Featuring Traditional Cruising
sailing yachts designed by
Robert Perry and built by TA-Shing

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At The Boat Show

BABA-30, BABA-35, BABA-40,
and PANDA-38 & PANDA-40

Introducing Our New Panda-34
Available For Inspection At Our Docks

For greater needs: Tatoosh-42 & 51
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Experienced Yachts

1974 Hunter-25, (Pocket cruiser w/ live a board facilities	1975 Sloop-F/G-26	26,000
1980 Tayana-37 PH	1980 Tayana-37 PH	85,000
1965 Cascade-29	1975 CT-37	85,000
1969 Ericson-30	1975 Clipper-46	98,500
1980 Islander-36	1984 Hiller-46	139,500
1977 Stone Horse-24	One 1971 Pleasure Tug (30')	35,000
1980 S2/11.0	82,000	

TATOOSH MARINE

1120 Brickyard Cove Pt. Richmond (415) 232-7778

OPEN HOUSE

Associated Yacht Brokers at
Marina Village in Alameda has
one of the finest and largest
displays of new/used power
and sail boats at one facility.

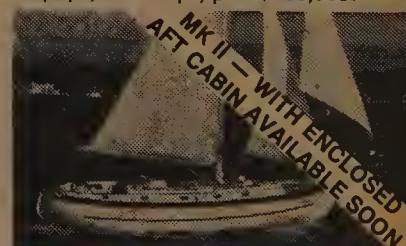
The sales staff of Associated
Yacht Brokers wish to invite
you to our Open House April
12th to April 21st. It's Free!!

The Staff

NEW MTs ON DISPLAY



42' NEW MT-42 by Ted Brewer. Well-equippt, cntr ckpt, p/h. \$138,500.



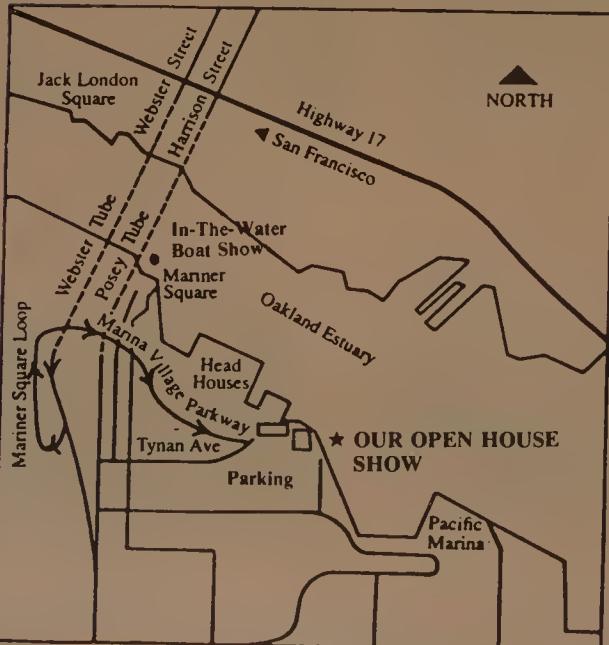
36' NEW MT-36 by Bob Perry/Mao-ta. Aft cockpit, cutter rig.



1070 Marina Village Parkway,
Alameda, CA 94501
(415) 865-0808

Gary Garretson — Broker

INVITES YOU TO OUR OPEN HOUSE SHOW
April 12th to April 21st. It's Free!!



Folkboat 26'	'69	slip, gas, clean	\$15,000
*O'Day 28'	'81	sloop, dsl	33,500
Islander 30'	'80	Bahama slip, dsl	39,900
*Santana 30'	'77	slip, dsl	36,000
*Cheoy Lee 31'	'67	kch, dsl	39,500
*Pearson 31'	2 available, from		44,000
*Ericson 32'	2 available, from		31,000
*Westsail 32'	'74	cutter, dsl	59,500
Cheoy Lee 33'	'75	slip, dsl	49,900
Pearson 33'	'74	ten meter, gas	45,000
Coronado 35'	'71	kch, dsl	45,000
*Ericson 35'	2 available, from		44,900
*Columbia 36'	2 available, from		37,500
*Lancer 36'	'79	slip, dsl	69,500
*Gulfstar 37'	'76	slip, dsl	80,000
Island Trader 37'	'77	kch, dsl	63,000
*Tayana 37'	'81	cutter, dsl	92,000
Cornet 38'	'79	motorsail, gas	74,000
Westsail 39'	'80	slip, dsl	89,000
*Trintella 40'	'72	kch, dsl	129,000
*Excallibur 42'	'82	slip, dsl, demo	109,000
*Peterson 44'	3 available, from		117,500
*Sea Star 46'	'82	kch, loaded, dsl	170,000
Lithgard 49'	'82	cstm kch, dsl	205,000
*Skookum 53' ph	'74	kch, dsl, reduced	195,000
*at our docks			

Wednesday April 17th
thru
Sunday April 21st

★ USED BOAT SHOW II ★ A SEQUEL

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 **MILANO YACHTS**

With a cast of over 75 of the finest used boats available!
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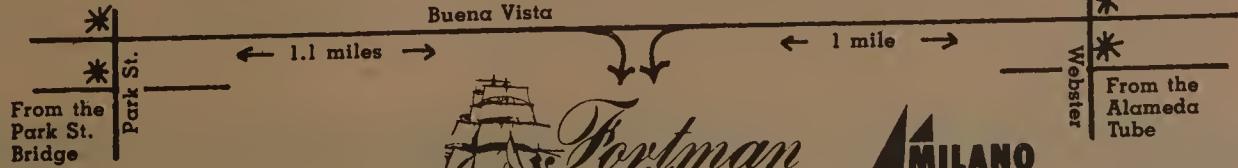
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Packers' Traditions at one of the Premier Redeveloped
Yachting Facilities on the Bay!

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Free Admission

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to
5:30 pm




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MILANO YACHTS

DISTINCTIVE NEW &
PRE-OWNED CRUISING YACHTS



SISTER SHIP

CAL 3-34

A Spotless example of an excellent bay and coastwise sailor. All lines are led aft. She has a "tall" rig that is LPU'd w/oversize rigging. Westerbeke diesel, all thru-hulls are seacock, great instrumentation + Loran. Lots of upgrades.

\$59,500



SISTER SHIP

PEARSON 30

Exceptionally clean 1976 version with dodger, autopilot, great instrumentation. Quick and responsive — a very enjoyable boat.

\$32,500



SISTER SHIP

BRISTOL 41.1

A center-cockpit sloop with every option that Bristol offers. Hood electric stowaway mast, radar, Loran C, refrigeration/freezer, full teak interior. A Gentleman's yacht.

\$169,000



SISTER SHIP

VINDÖ 35

A perfect marriage of fiberglass and mahogany in a cruiser that's ideal for liveaboard or long range cruising. Includes auto pilot, dodger, RDF, spinnaker; full boat cover, cabin heater. Lots of spare parts — a beauty at

\$67,000

BAY ONE-DESIGN FLEET BOATS

★ 24' J24 Class Sails, Spinnaker gear, East Coast blt.	10,500
★ 25' CORONADO Reasonably priced	5,950
★ 26' COLUMBIA MK II "The Perfect 26", 4 from	11,000
★ 26' INT. FOLKBOAT Classic Scandinavian design, 2 from	15,000
★ 27' CATALINA All with inboards, 3 from	17,000
★ 27' ERICSON All w/gas inboards, 3 from	18,000
★ 27' ERICSON diesel, spin., wheel, late model	22,000
30' ISLANDER MK II Diesel, Pedestal, 4 sails	33,500
★ 30' KNARR Classic Beauty, needs TLC	offers
30' ERICSON Well equipped, 3 sails, inboard	27,000
36' ISLANDER Full Spin. gear, avon, 5 sails	54,000

EXHILARATING HIGH PERFORMANCE — RACE READY

★ 29' BUCCANEER 295 "Sea Fire" 84 Farallone SSS winner	37,000
29' BUCCANEER 295 Spin gear, 4 sails local loft	32,500
★ 30' J 30 Very clean, lots of sails, ready to go	43,500
★ 30' OLSON 8 sails, fast and light	27,500
33' BUCCANEER 5 sails, rod rigging, diesel	40,000
★ 34' DASH Fast Davidson dsn., 8 sails, Loran	44,000
34' WYLIE Class sails, good electronics, make offer	59,000

* VESSELS ON DISPLAY IN OUR HARBOR

CLASSIC CRUISERS

26' FRISCO FLYER glass hull, teak decks, PERFECT ..	\$21,500
30' BRISTOL 29.9 FK, I/B, Autopilot	23,900
30' ALBERG Dsl., 8 sails, TOTALLY cruise equipped ..	29,950
★ 30' ALBERG YAWL Wheel, Boat cover, I/B	36,950
★ 30' CHOYE LEE KETCH Diesel, shore power, teak ..	26,500
★ 30' DUNNIGAN lovely boat, had extensive refit	14,900
31' DASHER Easom built, L-32, new rig, clean	20,000
★ 35' MARINER KETCH wood, diesel, instruments	40,000
36' CHOYE LEE CLIPPER KETCH Pages of equipment	58,000
★ 36' ANGLEMAN KETCH dsl., wd., pac, vet., ready to go	48,000
★ 40' S&S YAWL Burmese teak hull, classic	58,000
45' CUSTOM NZ KETCH Center cockpit, extensive gear	90,000
★ 46' GARDEN KETCH Loaded, 6 sails, dsl	125,000
★ 60' GAFF RIGGED CUTTER APPT. ONLY	175,000



ED MILANO — BROKER

JACK MEAGHER — SALES

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QUALITY LISTINGS WANTED



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* Buena Vista
From the Park St. Bridge

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★ Fortman Marina ★

← 1 mile →

* Water
From the Alameda Tube



PEARSON 31

Cruise or race, this late model wheel steerer with four sails plus spinnaker will accomplish both with style. WP, WS, KM/LOG, DS, VHF, Stereo. All lines led aft for short handle. Owner transferred.

\$47,000

LIVEABOARD EXPERIENCED OFF-SHORE CRUISERS

- ★ 32' WESTSAIL just back ready to go again, loaded 60,000
- ★ 35' RAFIKI Diesel, Generous teak, spacious cruiser 59,000
- ★ 35' PERRY CUTTER Teak Decks, Full Keel, Diesel 69,900
- 37' IRWIN Cnt-cockpit, aft cabin ketch 67,000
- 37' GULFSTAR New sails, new interior, has cruised 80,000
- 38' DOWNEAST Cutter, Diesel, 4 cruising sails 74,000
- ★ 38' ERICSON Tri-cabin, Diesel, late model, sacrifice 87,500
- ★ 39' YORKTOWN CC, professional interior, loaded 65,000
- ★ 39' CAL CORINTHIAN Rod Rig., Dsl heater, 12 winches 99,500
- ★ 40' ACAPULCO SatNav, Ham, AutoP., dsl, Forcd air heat 119,500
- 40' NEWPORTER KETCH Wood, Lot's elec. & sails 79,500
- 41' CHEOY LEE Radar, Auto Helm, Loran, Generator 105,000
- ★ 44' ALDEN CUTTER Gorgeous w/everything 325,000
- ★ 47' CHEOY LEE OFFSHORE Honolulu Vet, Loaded 115,000
- ★ 47' KAUFMAN & LADD Twin aft. cab, cutter 149,000
- 48' MAPLE LEAF Center cockpit, electronics, loaded 194,500
- ★ 50' GULFSTAR So. Pacific Vet., loaded, like new 159,000

GREAT STARTER — CRUISING BOATS — IB/OB

- ★ 17' LEISURE Twin bilgekeels, English sloop, new sails 4,500
- ★ 20' NEWPORT 6 sails, SNG handled, LPU top's 5,500
- ★ 21' NORTHWEST dsl, pocket cruiser, delta special NOW 6,500
- ★ 21' VICTORY Trailerable 2,500
- ★ 22' VENTURE w/trailer, new keel & mast 5,900
- ★ 23' CORONADO Fixed keel, v/good sails, 6.5 OB 6,500
- ★ 23' ERICSON trailerable, new OB, VHF, SK 7,900
- ★ 24' ISLANDER BAHAMA OB, 4 sails 6,000
- ★ 24' WINDWARD SLOOP Full keel, good sailor, classic 7,900
- ★ 24' BRISTOL Rollerfurl. jib, sh. pwr, elec st. Evinrude 14,000
- ★ 25' CAL 2-25 diesel, late model, h&c p/w, Barient's 23,000
- ★ 25' ERICSON 25 + Headroom, diesel, family cruiser 25,500
- ★ 26' ISLANDER Sun cover, 4 sails, Bristol Condition 25,000
- ★ 26' CONTESSA fk, bilt. to Lloyds specs. 17,500
- 27' MORGAN BMW diesel, 5 sails w/spinn. new wiring 20,250
- 27' SANTANA Diesel, 5 sails, good buy 18,000
- ★ 27' COLUMBIA 8.3 Inb., headroom, not going any lower 20,500
- 27' SUN Inboard, Bob Perry design, very clean 27,500
- ★ 27' CORONADO Needs a nice home OFFER
- ★ 27' ISLANDER Spinnaker rigged, new o/b, new wiring 12,500
- ★ 29' SUNWIND Diesel, 3 sails, European quality, reduced 34,900
- 29' COLUMBIA Inboard, 7 sails w/2 spinn. 18,000

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15 MINUTES
on each boat we have
FOR SALE
in our harbor and
you'll be with us for
18 HOURS

FOR ONE STOP SHOPPING DIRECTIONS
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40' S & S YAWL

"PUFFIN" has a solid Burmese teak hull, teak decks, and mahogany house. Built in 1963 she has the lines of a true thoroughbred. Loads of gear — she is in very nice shape. All the fittings on this classic show that she is a "real boat." \$58,000

MOVING UP — COASTAL CRUISERS

- ★ 29' ISLANDER inb.. New sails, vane, dodger 22,500
- ★ 29.9 BRISTOL Wheel, dsl, Roller Furl 44,000
- ★ 29.9 BRISTOL Dodger, dsl, Elect 45,000
- ★ 30' ISLANDER BAHAMA Wheel, Signet, Very Clean 41,500
- ★ 30' PEARSON AP, Dodger, Very Clean 32,500
- ★ 31' PEARSON KM, Log, DS, WP/WS 4 sails + Spin 47,000
- 32' ERICSON Inboard, well kept 34,000
- 34' CAL 3-34 Lines led aft, Lots elec 59,500
- 35' ERICSON 10 winches, 3 chutes, WS/WD, RDF, CNG. 44,900

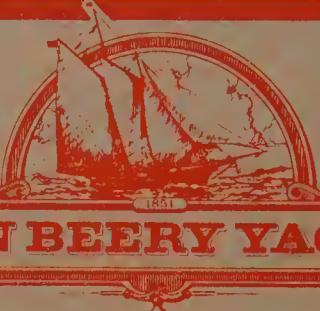
C & C's GALORE — RACE OR CRUISE

- ★ 30' C & C ½ TON 12 Sails, rod rigging, custom 37,500
- ★ C & C 35 MKI Very clean REDUCED 49,950
- ★ C & C 35 MKII Lots of gear 64,500
- C & C 36 Custom rig, loaded, Loran C 89,500
- C & C 38 Full hydraulics, Loran C, New LPU 79,500
- ★ C & C 38' LANDFALL R. furling very clean 88,950
- C & C 40' As new, spinn., good elect, Reduced 99,000

★ VESSELS ON DISPLAY IN OUR HARBOR

1535 BUENA VISTA AVE. • ALAMEDA





JOHN BEERY YACHTS

ISLANDER 36. 1976, very good condition, new 110% genoa, CNG, depth, knot . . . \$59,500. sistership.

22' '67 SANTANA	solid Bay boat, good sails	6,500
23' '74 ERICSON	clean pocket cruiser	7,900
24' '78 J/BOAT	owner anxious to sell, reduced	11,500
24' J/BOAT	5 to choose from, starting at	14,000
25' CHEOY LEE	Frisco Flyer	22,000
25' '80 MERIT	trailer, lots of extras	20,000
26' '70 COLUMBIA	safety equipment, nice	10,500
26' '78 EXCALIBUR		7,950
26' '79 SAN JUAN	knotmeter, VHF, compass	21,000
27' '74 VEGA	VHF, shorepower, diesel	22,000
29' '65 COLUMBIA	nice cruiser, lots of room	19,500
30' '79 J/BOAT	class sails, nice cruiser, roomy	33,500
30' ISLANDER	MkII	32,000
30' BODEGA		32,000
30' '83 CAPRI	race equipped, clean	29,500
30' '78 LANCER	diesel, teak interior	30,000

32' PEARSON 323	
32' '74 ERICSON	Atomic 4, wheel steering
32' '76 WESTSAIL	2 to choose from, starting at
34' '80 WYLIE	diesel, VHF, knot/log
35' '83 J/BOAT	dealer demo, Signet 1000/1500,
	Norths, PHRF 72, nice fast cruiser
	race equipped
	beautiful condition
	race equipped
	Luders
	79,500
	129,000
	109,000
	110,000
	175,000

WINSOME GOLD. Lewmar winches, 18 bags of sails, B&G elec., safety package, fw cooled dsl, whi steer'g, great race record . . . \$98,900.

2415 Mariner Square Dr., Alameda, California 94501 (415) 523-8500

REPO HOTLINE

A service for smart boat buyers

If you're looking for real value,
REPO HOTLINE may have the key just for you.

We represent major banks and lenders, helping them sell repossessed boats and aircraft, often at substantial savings.

You may make offers with a 10% deposit, held uncashed until the lender informs us whether your offer has been accepted, usually within 24 hours. All offers are given to the lender. When accepted, your offer is placed in our trust account. The balance is due within 15 days.

POWER

SIZE MFG
20' ENTERPRISE
24' FIBERFORM
26' FIBERFORM

YR	TYPE	PWR	CONST	COND	EXTRAS	VALUE	HIGH BID	SOLD
'78	RUN	OB	F/G	FAIR	NONE	5,000	2,700	
'77	CRU	I/O		F/G	EXCL	8,000	4,000	
'73	CRU	TG	F/G	FAIR	AVG	7,900		

SAIL

25' SMITH (CSTM)
35' SANTANA
37' HUNTER
39' YORKTOWN
46' HOLLAND CSTM
78' CUSTOM

'75	SLP	IB	F/G	POOR	NONE	4,000		
'80	SLP	ID	F/G	FAIR	AVG	50,000	35,000	
'82	CTR	ID	F/G	GOOD	LOADED	55,500		
'76	SLP	ID	F/G	POOR	BARE	15,000	6,500	
'79	SLP	ID	F/G	EXCL	LOADED	140,000		
'33	BRIG	ID		WD	GOOD			

PENDING RELEASE

24' SEA RAY
28' RHODES
30' ALBERG
33' TARTAN 10
37' ISLANDER
51' BOATEL

'77	FLYBR	IO	F/G	GOOD	AVG			
'46	SLP	ID	WD	GOOD				
	SLP	ID	F/G	GOOD	AVG			
	SLP	ID	F/G	GOOD	AVG			
'73	SLP	ID	F/G	FAIR	AVG			
'84	CRSR	TG	F/G	EXCL	LOADED			

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**Repo Hotline, your chance at being first in line
for repos from all of Northern California's leading banks.**

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power and sail boats available. (415) 523-8502**

23' BEAR	9,500
23' ERICSON	7,800
23' RANGER	BEST OFFER 13,000
23' CORONADO	4,950
24' NIGHTINGALE	14,500
24' SAMOURAI	OFFERS
24' VENTURE	5,500
25' DAVIDSON	25,000 *
25' FLEUR BLEU	5,900 *
25' MERIDIAN 126	12,000
25' YAMAHA	20,000
25' PACIFIC CLIPPER	13,000
25' CHEOY LEE (FRISCO FLYER)	19,500
25' PETERSON	3 from OFFERS/15,000
25' FREEDOM (CAT RIG)	27,500
25' CAL SLOOP	10,000 *
26' ARIEL by PEARSON	13,500
26' INTERNATIONAL FOLKBOAT	18,900
26' CONTESSA	30,000
26' EXCALIBUR	2 from 13,900 *
27' ERICSON	27,000
27' CAL 2-27 s/p	2 from 22,500
27' SANTA CRUZ	12,500/B.O.
27' MULL CUSTOM	2 from 10,900
27' NEWPORT 27 S-II	16,600
27' CATALINA	3 from 17,000
28' HALBERGH SLOOP	11,500
28' ATKINS ENSENADA (F/G)	29,900
28' MAIR SLOOP 78th s/p	24,500
28' NEWPORT	OFFERS/26,500
28' SAN JUAN	29,000
29' CAL	3 from 26,500
29' CASCADE	22,500
29' RANGER	2 from 24,500
29' SUNWIND RACER/CRUISER	34,500
29' BRISTOL	49,950
30' CORONADO	32,000
30' OLSON	29,950
30' NONSUCH	69,500
30' ISLANDER MK II	4 from 25,000
30' NEWPORT (PHASE II)	35,000
30' SHIELDS CLASS	8,000
30' TARTAN	37,000
30' COLUMBIA	26,000
30' FISHER MOTORSAILER	61,500
30' NEWPORT	29,000
30' WYLIE 3/4 TON	38,000
30' PEARSON	29,500
30' US	36,000
31' PETERSON	OFFERS/TRADES
32' WESTSAIL CTR	2 frm 49,900
32' ISLANDER MARK I	39,500
32' ISLANDER	49,950
32' ERICSON	32,000
33' TARTAN 10	29,950
33' APHRODITE 101	49,500
33' WYLIE	75,000
34' WYLIE	59,000
34' CHRISTENSON	13,000
34' HUNTER	56,000
34' CAL	3 from 33,000
34' C&C	59,000
35' CORONADO	44,000
35' ERICSON	42,000
35' ERICSON	42,000
36' ISLANDER FREEPORT	2 frm 99,500
36' ISLANDER	4 from 49,995
36' CHEOY LEE CLIPPER	64,500 *
36' COLUMBIA	39,500
36' ERICSON	89,900
37' TAYANA	90,000
37' ISLANDER TRADER	63,000
37' TARTAN SLOOP	98,500
37' RANGER	60,000
39' LANDFALL CUTTER	86,000
38' FARALLONE CLIPPER	2 frm 40,000
38' MORGAN	2 from 79,000
39' ROGERS 'SALT SHAKER'	99,500
40' ONE TONNER 'FEVER'	155,000
40' C&C	99,000
40' TRINTELLA IV	129,000
40' OLSON 'FAST BREAK'	109,500
40' CHEOY LEE OFFSHORE	79,500
41' COOPER 416	127,500
41' FREEPORT ISLANDER	2 from 80,000
41' MORGAN OUT ISLAND	89,500
42' DUBOIS	149,000
42' PEARSON 424	131,500
42' STEWART	89,000
43' SWAN	99,500
44' CHEOY LEE	162,500
45' FREEDOM 45 KCH	OFFERS/145,000
45' COLUMBIA M.S.	98,500
46' CAPE CLIPPER	135,000
47' SWAN 1982	230,000
47' GULFSTAR SLOOP	155,000
47' VAGABOND KETCH	139,500
50' SANTA CRUZ	187,000
50' GULFSTAR	175,000
51' HARTLEY KETCH	105,000
60' MARCONI SLOOP 'SHAMROCK'	90,000 *
62' SCHOONER	\$200,000
75' ONE DESIGN KETCH SHAITAN'	850,000

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CLOSED WEDNESDAYS



FREEPOR 41 KETCH. Has sailed to the Caribbean and ready to go again. Loaded with all the gear to go Blue water sailing. Priced to sell at \$82,500. Don't Delay — won't last at that price!



SWAN 43. Classic Sparkman & Stephens design, teak decks, refrigeration, windlass, furling system, dodger, ready for cruising and priced way below market at just \$99,500 this is a steal! Swan quality for under \$100,000!!



26' INTERNATIONAL FOLKBOAT. Sturdy and stiff Bay boat, superb condition, dodger, inboard diesel, owner financing available. Priced reduced to \$18,900.



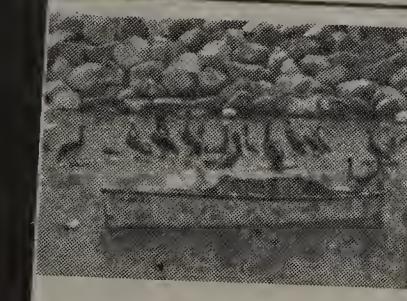
MULL 30. Well built racer/cruiser. Loaded with sails and gear. Long list of victories over the years and still competitive. Estate sale, bring all offers.



ISLANDER 32. Designed by Bob Perry, whi steer'g, Loran, a.p., shower, stereo system, exc. cond. Seller motivated. Asking \$49,950 but is willing to listen to any offer.



PEARSON 424 sloop. Very well equipped and in superb condition. Lorain, full electronics, etc. Seiler fers.



SWAN 47. Superb Condition. Windlass, refer, B&G 190, Sat. Nav., SSB Fax, Dingy etc. Currently in Tortoia. Asking \$230,000. OH, the picture is of a Turkey. the Swan is much better!



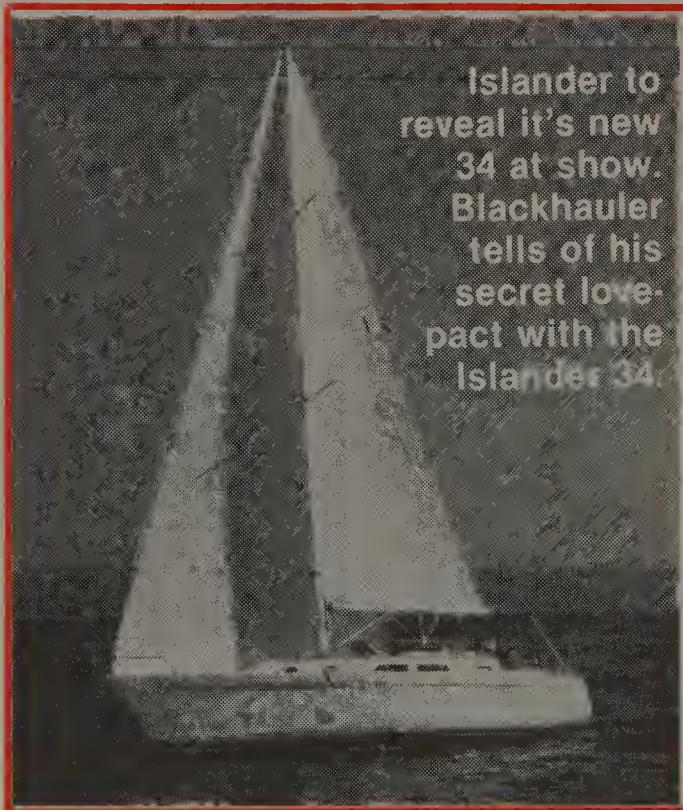
SANTA CRUZ 50. Oversize diesel will let you cruise at 11 knots under power. Sail Inventory for racing or cruising. All self-tailing winches. Full sailing instruments and Lorain. Bristol Condition, will consider trades!



GULFSTAR 47 M/S. Extremely well-rigged for cruising or life on the water. Gen., refrig/freezr, Hood stow-a-way mast, central heating sys., custom stereo, wet bar, superb cond. Seller anxious, will listen to offers at \$155,000!

City Yachts PRESENTS: NAUTICAL **ENQUIRER**

LASER 28 to debut at Boat Show. Singlehanded sailor, Rollo D. Dog tells it like it is.



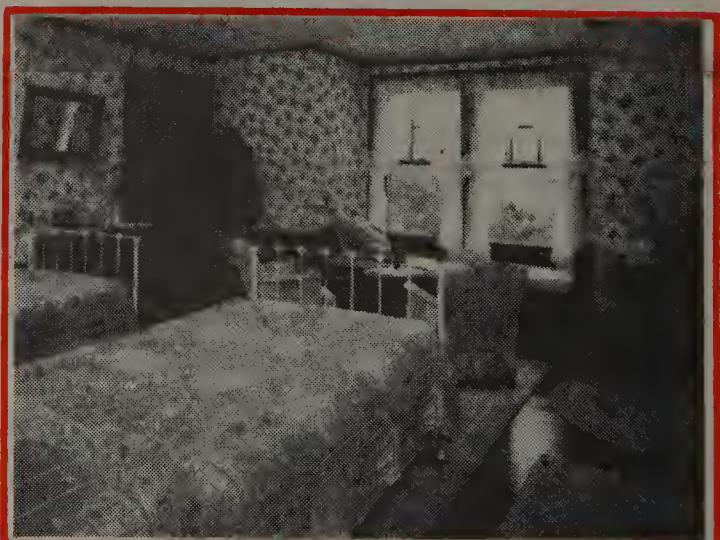
Islander to reveal it's new 34 at show. Black hauler tells of his secret love-pact with the Islander 34.

See the unbelievable interior of the Sceptre 41. ▶ Kathryn Cosby gives you a special guided tour.



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